FINAL

ENVIRONMENTAL IMPACT REPORT

For the

REEDLEY MUNICIPAL AIRPORT
MASTER PLAN 2020 AND
FIRST PHASE DEVELOPMENT

SCH# 2003041067

May 2004

WADELL ENGINEERING CORPORATION

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MASTER PLAN 2020 AND
FIRST PHASE DEVELOPMENT

Prepared for:

City of Reedley, California

Prepared by:

Wadell Engineering Corporation

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1. SUMMARY

1.1 Introduction

The Reedley Municipal Airport is located approximately five miles north of the City of Reedley. The airport provides for general aviation and charter service. It is a Basic Utility Airport, which serves largely single engine aircraft.

The existing Reedley Municipal Airport has one paved runway 3,300 feet long. The runway has a north-northwest to south-southeast orientation. The terminal and apron areas are located east of the runway in the central portion of the site. The airport site comprises 138 acres of land.

1.2 Master Plan Recommendations

Wadell Engineering Corporation undertook for the City of Reedley an evaluation of the existing Reedley Municipal Airport and a master plan for the airport. This was done utilizing a 90 percent FAA grant under the Airport Improvement Program.

The Master Plan indicates that the existing 3,300-foot runway and parallel taxiway need widening to meet current FAA standards. In order to meet increasing aviation demand and improve airport safety, the Airport Master Plan also recommends a paved runway stopway at the north runway end and a blast pad at the southern end, as well as ancillary airport improvements.

Improvements to lighting, construction of two 25-foot by 350-foot long and two 25-foot by 250-foot long T-hangar taxiways, additional hangar units, and a 240-foot long north paved runway stopway are proposed, together with a 10-foot runway widening and 5-foot taxiway widening. The airport will remain a Basic Utility facility.

1.3 Airport Operations Impacts and Mitigation Measures

1.3.1 Noise Impacts

Airport noise could impact surrounding land uses. In order to mitigate potential future noise impacts, the following are recommended:

- Do not permit new residential or other noise-sensitive development to occur within the future 60 CNEL noise contours. Minimize any such development within the 55 CNEL contour.
- Minimize aircraft operations between the nighttime hours of 10:00 p.m. to 7:00 a.m.

1.3.2 Compatible Land Use

Additional incompatible land uses could develop in the airport vicinity. The following recommendations are made as a means to maintain compatible land use in the airport vicinity.

- Revise the Fresno County Land Use Policy Plan for Reedley Airport to accommodate the new CalTrans geometry for Safety Surfaces.
- Maintain airport compatible land use designations and zoning in the airport vicinity in the Fresno County General Plan and zoning plan.

2. EXISTING AIRPORT, FORECASTS AND NEED FOR ACTION

2.1 Existing Airport

The City of Reedley is located in the San Joaquin Valley in Fresno County in Central California. It is approximately 25 miles southeast of Fresno. Refer to Exhibit 1, Location Map.

The Reedley Municipal Airport is located on a 138-acre site. The site is located approximately five miles north of the City on the west side of Frankwood Avenue between American and Central Avenues. Refer to Exhibit 2, Local Setting.

There are nine public and private airports within Fresno County. These include six public airports (Fresno-Yosemite International Airport, Fresno Chandler Downtown Airport, Coalinga Airport, Firebaugh Municipal Airport, Mendota Municipal Airport, and Reedley Municipal Airport) and three private airports (Harris Ranch Airport, Selma Aerodrome, and Sierra Sky Park).

The current airport provides for general aviation and charter service. It is an airport which serves primarily single engine and some small twin engine aircraft. Aircraft operations are limited to those generated by permanently based aircraft and enroute transient aircraft.

The airport operates as a Basic Utility facility. Reedley Municipal Airport accommodates single-engine aircraft with some use by twin-engine aircraft. Such an airport is primarily intended to serve low-activity locations, such as small population centers and remote recreation areas. No commercial air carrier service is provided to the municipal airport, and Reedley travelers are dependent upon the Fresno-Yosemite International Airport for such service.

Airfield Area

Reedley Municipal Airport has a single asphaltic concrete paved runway (Runway 15/33) 3,300 feet long and 50 feet wide, oriented in a north/northwest to south/southeast direction. Refer to Exhibit 3. There are no paved safety areas at the runway ends. There is a parallel 20-foot wide taxiway on the east side of the runway. The runway has medium intensity direct burial runway edge lights and basic markings.

Terminal Area

The terminal and hangar areas are located to the east of the runway and taxiway in the center of the airfield area. Current demand is for 26 tiedown positions on an asphalt apron and 48 hangar spaces. See Exhibit 4: Terminal Area Photographs.

Airspace/Navigational Facilities

For visual approaches, the airport utilizes a right-hand approach pattern to Runway 33 to avoid overflight of the Great Western School located south of the airport and a left hand pattern to Runway 15. The airport has no published instrument approach procedures.

2.2 Airport History

Reedley Municipal Airport was established in 1979 following acquisition of the former Great Western Airport by the City of Reedley. A privately owned airport had existed on the site since the 1940's. Under City ownership, additional land was acquired and the old runway was replaced with a new 2,800-foot runway, subsequently extended to a 3,300-foot runway in 1983.

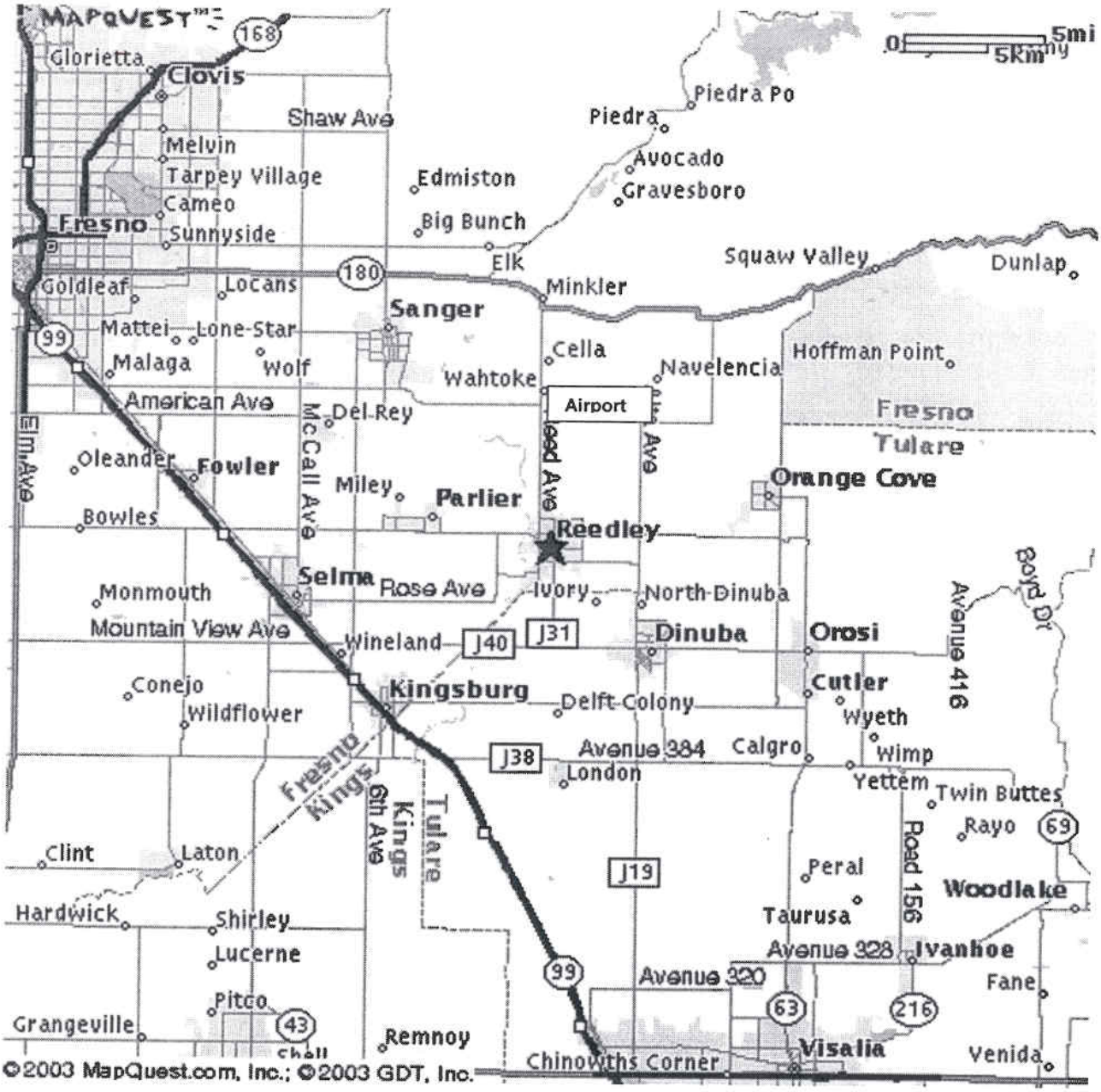


Exhibit 1
Location Map
Reedley Municipal Airport EA/EIR

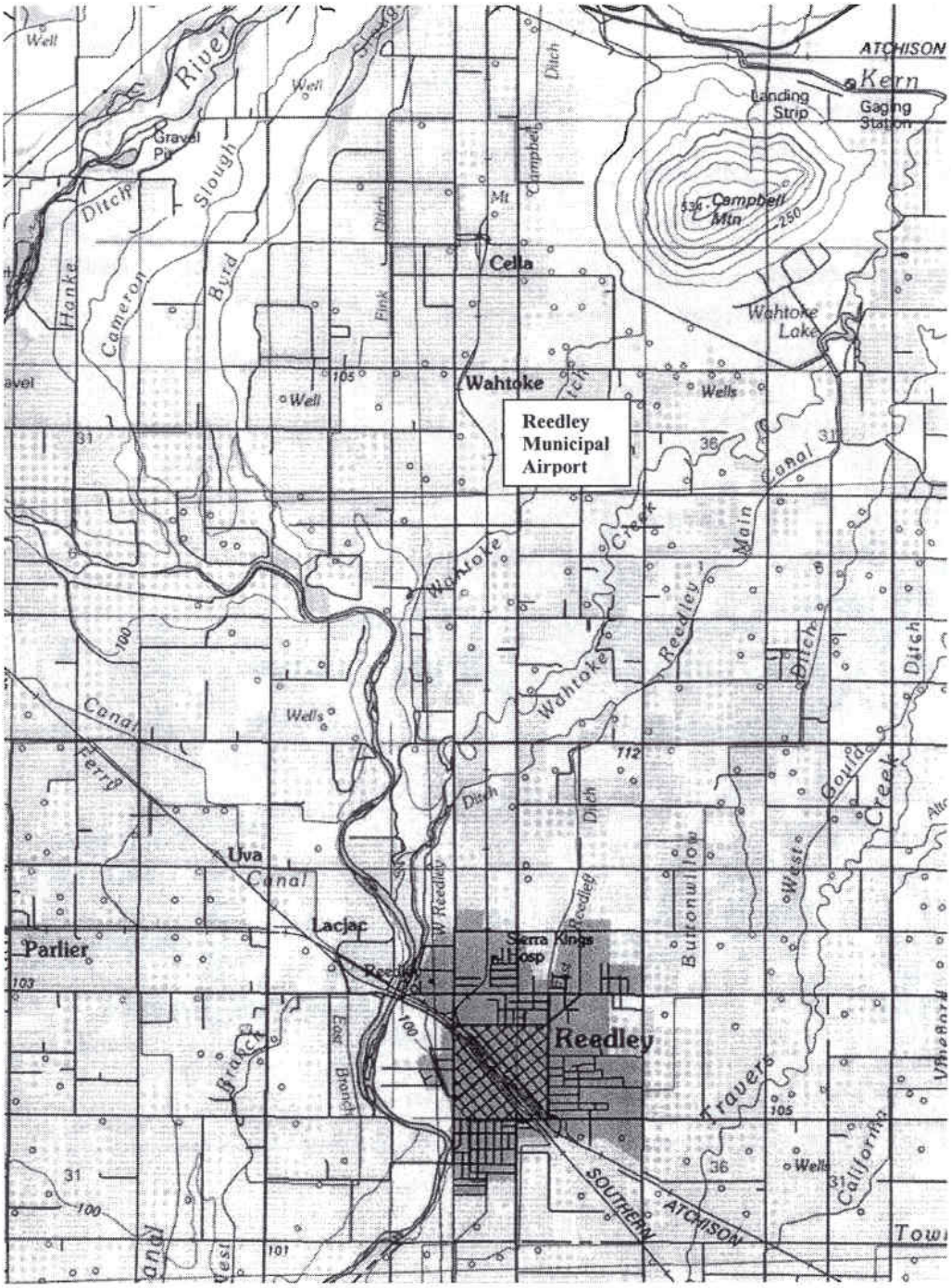


Exhibit 2
Local Setting
Reedley Municipal Airport EA/EIR

Source: USGS

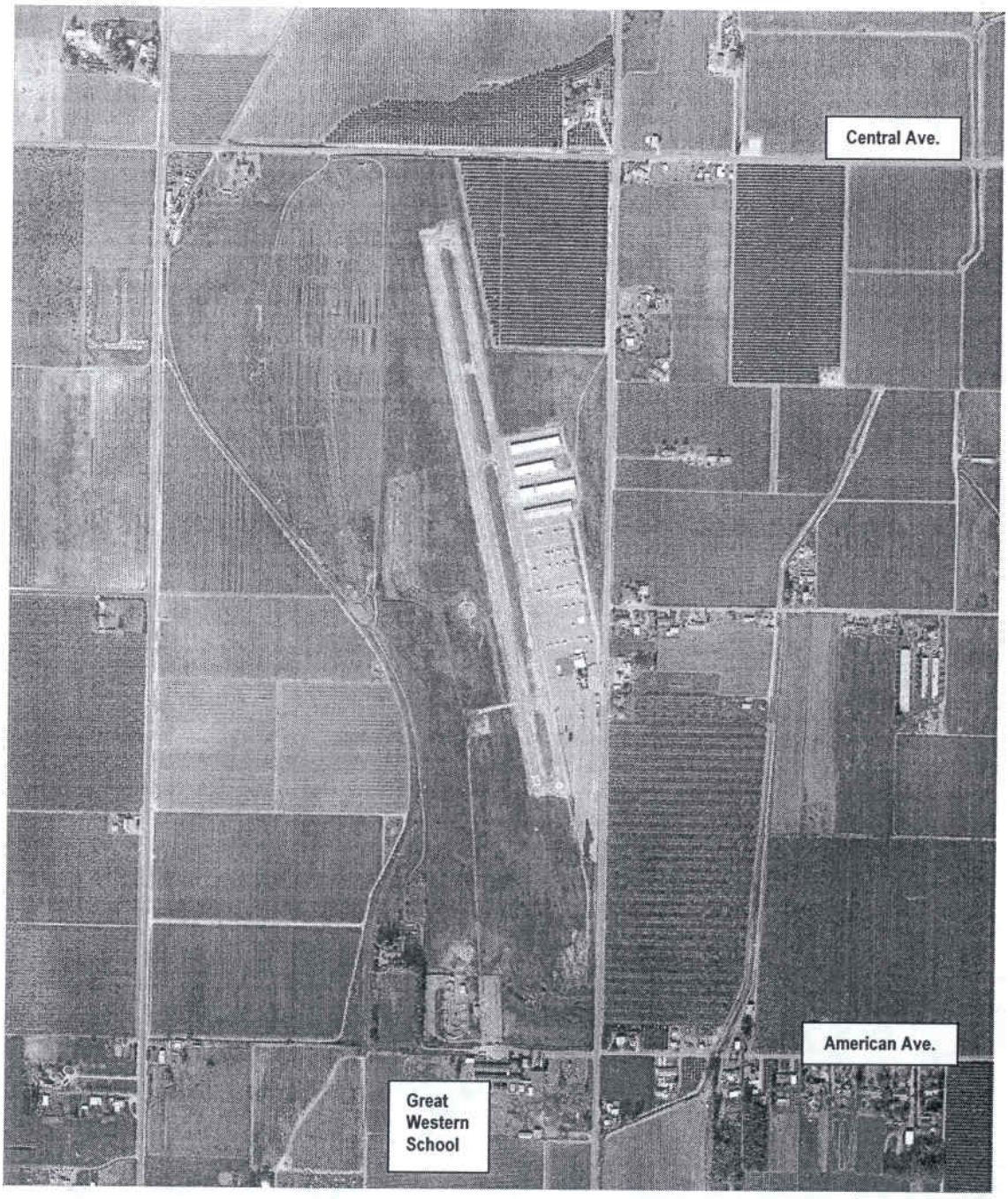


Exhibit 3
Existing Airport Aerial Photo
Reedley Municipal Airport EA/EIR

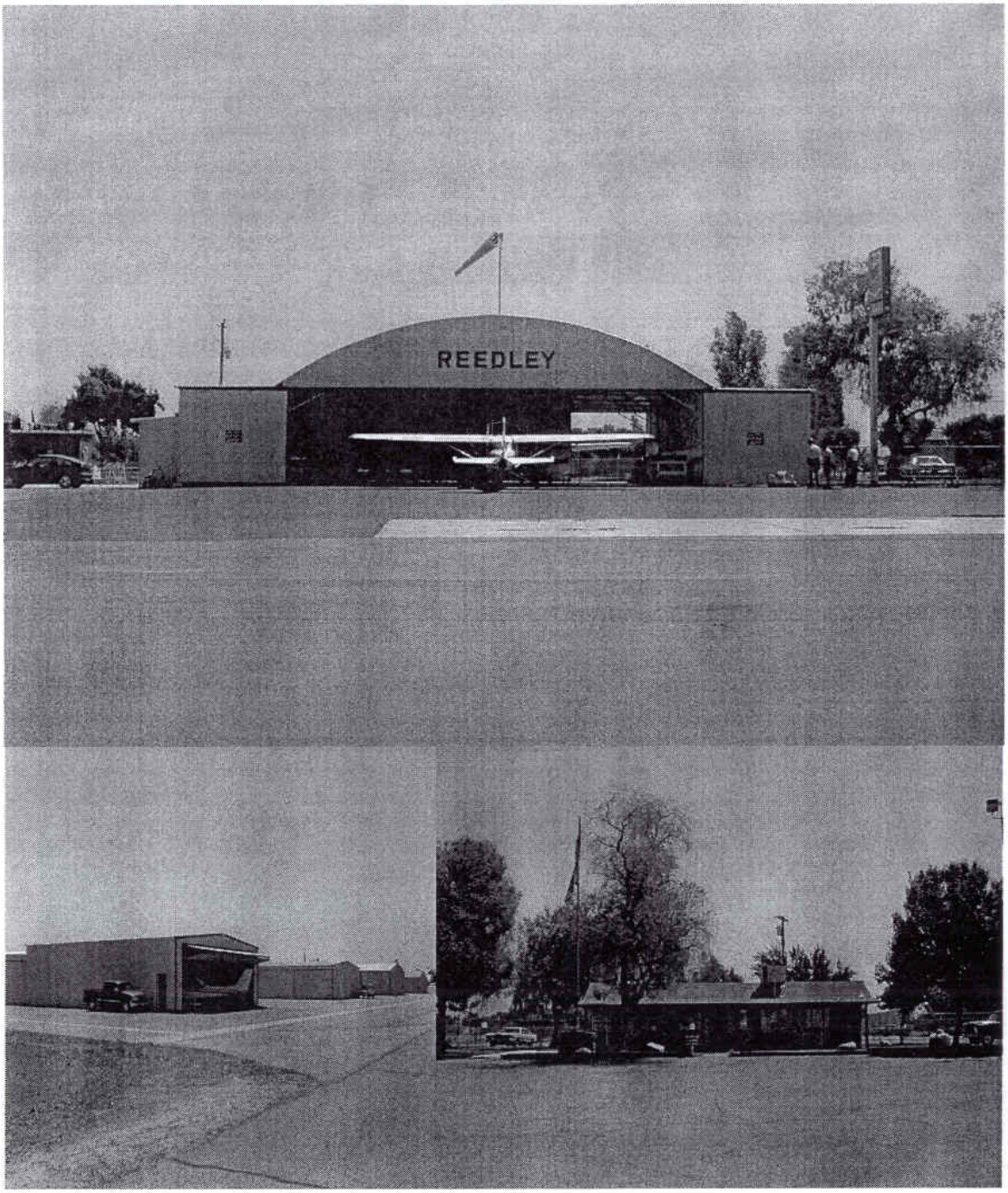


Exhibit 4
Terminal Area Photographs
Reedley Municipal Airport EA/EIR

An Environmental Impact Statement (EIS) was prepared in 1976, when the City planned to take over the old private airstrip and build a new 2,800-foot runway. The EIS studied possible new airport sites but determined the existing site was the preferred site.

In 1982 the City decided to upgrade the airport and extend the 2,800-foot runway by 500 feet to the south to a total length of 3,300 feet. An Environmental Assessment (EA) was prepared for this action, which resulted in a Finding of No Significant Impact (FONSI) by the FAA and a Negative Declaration by the City of Reedley. No Environmental Impact Report was prepared nor required for this runway extension.

Because of the relatively remote location of the airport and the scope of the proposed improvements, the FAA stated that the potential for significant environmental impact was found to be minor.

In considering potential safety impacts to the adjacent school, it was determined that the 500 ft. runway extension would improve aircraft approach and takeoff traffic patterns, eliminating low altitude turns in the area of the school and thus enhancing the safety of operations.

In the long term it was determined that extending the runway would add to the safety and reliability of air travel to and from Reedley Municipal Airport.

2.3 Aviation Forecasts

During the 1980's, operations at Reedley Municipal Airport increased substantially after the City acquired the old Great Western Airport. A 1977 FAA Airport Master Record survey indicated only 13 based aircraft at the old facility. There were 59 based aircraft at the airport in late 1991. The 1992 Master Plan projected 105 based aircraft by the year 2000; the actual number is 70 based aircraft, which indicates a marked reduction in the rate of growth of based aircraft at Reedley.

In the current Master Plan new forecasts were developed for based aircraft and annual operations through the year 2020. These forecasts are based on CalTrans and FAA information from the National Plan of Integrated Airports System (NPIAS). The demand forecasts indicate a projected increase of based aircraft from 70 at present to 95 in the year 2020. Annual aircraft operations are forecast to increase from 26,923 to 36,538 in 2020. These operations included local and itinerant (visitor) aircraft. Refer to Table 2-1.

Most of the based aircraft will be single engine. It is expected that some twin engine piston and occasional turboprop and turbine aircraft would make transient flights to Reedley for business and tourism reasons.

2.4 Need for Action

The Master Plan indicates that the existing runway and taxiway do not meet current FAA standards. Widening of the runway by 10 feet to 60 feet and widening of the parallel taxiway by 5 feet to 25 feet are recommended, together with a paved runway safety area at the north end of the runway to enhance airport safety and meet FAA standards.

Widening of the runway and provision of paved runway safety areas will also enhance safety for surrounding land uses, including the Great Western Elementary School, by providing a wider (and safer) runway for pilots using the airport and by providing runway safety areas in case of pilot error or equipment malfunction.

Table 2-1
General Aviation Facility Requirements
Reedley Municipal Airport

	2000	2005	2010	2015	2020
Demand					
Based Aircraft	70	76	82	88	95
Aircraft Operations	26,923	29,230	31,538	33,846	36,538
Airfield Facilities					
Runways - Number	1	1	1	1	1
Longest Length (Feet)	3,300	3,300	3,300	3,300	3,300
Width (Feet)	50	60	60	60	60
Strength (Pounds - Single)	12,500	12,500	12,500	12,500	12,500
Terminal Facilities					
Airport Business Tenants	2	3	3	3	3
Acres	2.0	3.0	3.0	3.0	3.0
Auto Parking - Spaces	28	30	33	35	38
Acres	0.1	0.2	0.3	0.3	0.3
Hangars - Spaces	48	65	70	75	81
Acres	6.0	8.1	8.8	9.4	10.1
Open Tiedown Spaces					
Based	22	11	12	13	14
Transient	4	5	5	6	7
Open Tiedown Acres					
Based	1.8	0.9	1.0	1.1	1.2
Transient	0.4	0.6	0.6	0.7	0.8
Total Terminal Area Acres	10.3	12.8	13.7	14.5	15.4
Access					
Access Road Lanes	2	2	2	2	2
Daily Vehicle Trips	350	380	410	440	475
Peak Hour Trips	39	42	45	48	52
NOTE: Acreage requirements will vary depending on specific layout and geometrics.					

Source: Wadell Engineering Corporation

3. PROPOSED ACTION AND ALTERNATIVES

3.1 Proposed Action and First Stage Development

To meet FAA standards for safety and future aviation demand, the Reedley Municipal Airport 2020 Master Plan states that improvement of current facilities will be necessary throughout the planning period. The existing 3,300 foot runway length adequately handles current aircraft use, but it is 10 feet too narrow and has inadequate runway safety areas. The 20-foot wide parallel taxiway is 5 feet below FAA standard minimum width. A 3,300 foot by 60 foot runway with a paved runway safety area at the north end and a 25-foot wide taxiway are needed to meet current FAA minimum standards and to improve safety. Increases in covered aircraft parking facilities will be required; the development of access taxiways and hangars for the storage of based aircraft is also recommended in the Master Plan. Refer to Exhibit 5.

Some lighting improvements in airfield signage, and replacement and relocating runway and taxiway lighting systems are also necessary, particularly because of the runway and taxiway widening. Constructing two new 25-foot wide by 350-foot long and two 25-foot wide by 250-foot long T-hangar taxiways to allow for construction of new city-owned hangars is also recommended. The Master Plan indicates additional hangars that may be built beyond the 20 year planning period. The Master Plan also indicates removal of a portion of paved apron area, and the development of a landscaped airport observation and picnic area.

The first stage of development, 0-5 years, includes: (1) earthwork and drainage for the runway and taxiway widening, (2) construction of 60' by 240' paved runway stopway at the Runway 15 threshold, (3) construction of 80' by 100' blast pad at the Runway 33 threshold, (4) overlay and 10 foot widening of the runway, (5) widen portions of the parallel taxiway to 25 feet, and (6) 12 T-hangars with new 25' wide taxiway. The second stage of development, 6-10 years, includes (1) replacement of existing direct burial runway edge lighting system, (2) runway and taxiway lighted signs, (3) parallel taxiway edge lighting reconstruction, (4) relocation of precision approach path indictor (PAPI) for Runway 33 from the right to the left side, (5) runway end identifier lights (REIL) on both ends of the runway, (6) replacement of the airport rotating beacon, (7) new automated weather observation system (AWOS), (8) construct internal access road to hangar area, (9) construct 25' wide taxiway for an additional 12 units of T-hangars, (10) apron seal coating and marking, and (11) new south access card controlled security gate. The third stage of development, 11-20 years, includes (1) construct 25' wide taxiway for an additional 8 units of T-hangars, (2) runway and taxiways pavement seal coating with markings, and (3) new north access card controlled security gate.

3.2 Alternative Locations

Alternative locations for Reedley Municipal Airport were not considered for this EA/EIR, since Reedley Municipal Airport is already established with an existing 3,300 foot runway and other improvements. Ideally, because of the close proximity of the Great Western Elementary School to the existing airport, relocation of the airport or the school would remove the current land use incompatibility of the two uses in such close proximity. However, relocation of the airport is not within the scope of this project, and the level of incompatibility is not deemed sufficient to warrant any action.

3.3 No Action Alternative

This alternative would leave the airport in its present configuration. It would continue to operate but would not be up to current FAA standards and would not have the extra margin of safety in serving the small aircraft that use Reedley Municipal Airport. In terms of environmental impact as defined by the California Environmental Quality Act, the "no action alternative" could be the environmentally superior alternative since there would be no construction impacts. However, it would not satisfy the need to bring the airport up to current FAA standards which would enhance the safety of airport operations and surrounding land uses.

Exhibit 5
Airport Layout Plan
Reedley Municipal Airport EA/EIR

4. AFFECTED ENVIRONMENT/ENVIRONMENTAL SETTING

4.1 Physical Setting

4.1.1 Location

The City of Reedley is located in the center of the San Joaquin Valley in Fresno County, the number one agricultural county in the nation. Reedley is situated along the Kings River in southeast Fresno County approximately 12 miles east of Freeway 99. The city is located 25 miles southeast of Fresno, the county seat, and the same distance north of Visalia, the Tulare County seat. Refer to Exhibit 1, Regional Location.

The airport is located approximately five miles north of the center of the City of Reedley in Fresno County. (See Exhibit 2, Local Setting.)

4.1.2 Climate

Weather conditions at Reedley Municipal Airport are typical of the San Joaquin Valley, characterized by moist, cool winters and dry, hot summers. Summer daily maximum temperatures can exceed 100°F with daily lows between 65°F and 75°F. Winter daily maximum temperatures range from 45°F to 50°F with lows around 35°F. The mean temperature is 41°F in January and 81°F in July. Average annual rainfall is approximately 10 inches. Precipitation in the San Joaquin Valley originates predominately from mid-latitude winter storm systems, which move across the Pacific Ocean. Most of the precipitation occurs during the winter months, December through April. Although the summer months are generally rainless, occasionally a thunderstorm will move out over the Valley from the Sierra Mountains.

Winds flow generally from the northwest to southeast in the Valley during summer months and reverse direction in the late fall and winter. Mean annual wind speed is 6.4 miles per hour. A notable characteristic of winter weather is the radiation (Tule) fogs which, when combined with inversion conditions, can blanket the region for several days at a time. Data is not available on the average number of days per year the Reedley Municipal Airport cannot operate due to fog conditions.

4.1.3 Air Quality

Reedley is located in the San Joaquin Valley Air Basin. The San Joaquin Valley is the largest air basin in California, and its air pollution potential is one of the highest in the United States. Topographic and meteorological conditions often reduce the ability of the atmosphere to disperse air pollutants, allowing some to attain relatively high ambient concentrations on a regular basis. Present air quality problems come as a result of extensive industrial agricultural and urban development, and from the widespread and growing use of motor vehicles by valley residents.

The California Air Resources Board (CARB) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) operate a number of ambient air quality monitoring stations throughout the valley which measure the ambient pollutant concentrations. The data show a general trend of worsening air quality as one moves from north to south in the valley. On the basis of monitoring, all of the San Joaquin Valley Air Basin is currently designated a federal and state non-attainment area for ozone and PM_{10}; the valley and its major urban centers, including Stockton, Modesto, Fresno, and Bakersfield, are attainment areas for the federal and state standards for CO.

Air quality data for the period from 1991 through 1996 from monitoring stations in Clovis, Fresno and Parlier in Fresno County indicate that the federal and state 1-hour CO standard has been exceeded once during the period, and the 8-hour CO standards have not been exceeded. The state ozone standard has

been exceeded many times each year, with no obvious trend either upward or downward. The state 24-hour PM_{10} standard was exceeded much of the time, and the state annual PM_{10} standard has also been exceeded each year.

Ambient air quality California and federal standards are presented in Table 4-1.

Table 4-1
Ambient Air Quality Standards

		California Standards		Federal Standards			
				Primary[a]		Secondary[b]	
Pollutant	Averaging Time	ppm	ug/m^3	ppm	ug/m^3	ppm	ug/m^3
Ozone[c]	1 hour	>0.09	180	0.12	235	0.12	235
	8 hours			0.08			
Carbon Monoxide	8 hours	>9	10,000	9	10,000		
	1 hour	>20	23,000	35	40,000		
Nitrogen Dioxide	Annual			0.053	100	0.053	100
	1 hour	0.25	470				
Sulfur Dioxide	Annual			0.03	80		
	24 hours	>0.04	105	0.14	365		
	3 hours					0.5	1,300
	1 hour	>0.25	655				
PM_{10}	Annual		>30		50		50
	24 hours		>50		150		150
Lead	Calendar quarter				1.5		1.5
	30-day average		1.5				

Visibility Reducing Particles (California): In sufficient amounts to produce an estinction coefficient of 0.23 per kilometer when relative humidity is less than 70 percent

[a]Designated to protect human health.
[b]Designed to protect public welfare, i.e., to prevent damage to vegetation, property and visibility.
[c]California standard is for oxidant measured as ozone.
ppm – parts per million
ug/m^3 – micrograms per cubic meter

Ozone is the San Joaquin Valley's most serious air quality problem. Unlike many air pollutants, ozone is not emitted directly into the atmosphere, but is produced in the atmosphere by a complex series of photochemical reactions involving Reactive Organic Gases (ROG) and nitrous oxides (NOx). No single source accounts for a majority of the ROG and NOx emissions, and the many sources are spread throughout the basin. The San Joaquin Valley's intense heat and sunlight during the summer months are ideal for the formation of ozone. Ozone levels can vary widely at the monitoring stations, depending on location and time of year, but the highest levels are generally recorded at the more southerly of the monitoring stations. In addition to its adverse effects on human health, ozone is the pollutant primarily responsible for damage to crops and natural vegetation in California. The San Joaquin Valley Air Basin is

designated a severe (bordering on extreme) non-attainment federal classification and a severe non-attainment state classification.

Because of the broad geographic distribution of ambient ozone, the ambient concentration of this pollutant is likely to be fairly representative of worst-case conditions in Reedley. Occasional violations of the ozone federal and state standards can be expected is Reedley.

The major sources of NOx, compounds which have an important role in the formation of ozone, are vehicular, residential, and commercial fuel combustion. Nitrogen dioxide (NO_2) is the dominant ambient form of ambient NOx. The NO_2 federal and state standards have not been exceeded anywhere in the valley over the last ten years. The Air Basin is an attainment designation for both federal and state standards.

The major sources of suspended particulates (PM_{10}) in the valley are agricultural operations and burning, although demolition/construction activity and the entrainment of dust by motor vehicles can be important sources in urban areas. Ambient concentrations of particulates can reach levels which reduce visibility through much of the year. The Air Basin is designated a serious non-attainment federal classification and a non-attainment state classification. In order to minimize PM_{10}, the SJVUAPD has issued Regulation VIII, a synopsis of which is attached as Table 4-2.

The burning of high sulfur fuels for electricity generation, petroleum refining, and industrial processes are the major sources of ambient sulfur dioxide (SO_2). The highest levels of SO_2 are recorded by monitoring stations located around Bakersfield. The SO_2 federal and state standards are currently being met throughout the valley.

4.1.4 Water Quality

Federal, State, and local governments have developed programs and regulations designed to ensure protection of water quality in conjunction with development. These programs and regulations are briefly described below.

The federal Clean Water Act (CWA) established the National Pollutant Discharge Elimination System (NPDES) to regulate municipal and industrial discharges (point sources) to surface waters of the United States. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Reedley Municipal Airport should be registered under the NPDES program and has a water discharge plan relating to its operations. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB/Regional Board) are responsible for ensuring implementation and compliance with the provisions of the federal CWA, including administration of the NPDES permitting process for point source discharges.

In 1967, California's Porter-Cologne Water Quality Control Act established the SWRCB and nine regional boards as the primary state agencies with regulatory authority over water quality. The Porter-Cologne Act provides authority to establish Water Quality Control Plans (Basin Plans), which designate beneficial uses for specific surface water and groundwater resources, and establish water quality objectives and implementation programs to meet the stated objectives and to protect the beneficial uses of water. The Kings River and its tributaries are subject to the basin plan for Tulare Hydrologic Basin.

The Regional Boards issue Waste Discharge Requirements (permits) in compliance with the applicable basin plans for the major point-source dischargers. Fresno County is located within the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB).

Table 4-2

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

Regulation VIII Fugitive Dust/PM-10 Synopsis

Rule 8010 Administrative Requirements		
Section	**Applicability**	**Requirements/Implementation**
2.0	*Applicability:* This regulation applies to specified outdoor man-made sources of fugitive dust for the purpose of attaining health-based standards for fine particulate matter (PM-10). [For the purpose of this regulation, visible dust emissions (VDE) is defined as: visible dust of such opacity as to obscure an observer's view to a degree equal to or greater than an opacity of 40%, for a period or periods aggregating more than three minutes in any one hour, except as set forth in Rule 8030, 5.1.]	
4.0	*Exemptions: (All Regulation VIII Rules)* Actions required by law to protect the environment; current District permitted activities with PM-10 control measures greater than or equal to this regulation; public health & safety emergency operations lasting less than 30 days; vegetative reduction required by a Federal, State or local agency for fire prevention; and activities conducted above the elevation of 3000 feet (but not including reporting requirements specified in Rule 8060), or during freezing conditions.	
5.1	Chemical Stabilizing Agents.	Must meet ARB/EPA acceptability and air/water quality standards.
5.4	Dust Palliative and Asphalt Paving.	Shall comply with other applicable District Rules (i.e. Rule 4641).
5.5	Mud and Dirt Trackout.	Requirements in this regulation do not exempt owners/operators from other agencies' required permits for dirt and mud cleanup.
Rule 8020 Construction, Demolition, Excavation, Extraction		
2.0	*Applicability:* Any construction, demolition, excavation, extraction, water mining related disturbances of soil, and the initial construction of landfills prior to commencement of landfill operations.	
4.0	*Exemptions:* Land preparation for agriculture, not including land preparation for construction of structures intended for agricultural use;; blasting activities; maintenance or remodeling activities when total building area is not increased more than 50% or 10,000 sq. ft. (but not including ancillary construction such as expanding parking lots); renovation of ground water recharge basins; activities approved prior to October 21, 1993; and solar drying & harvesting of sedimentary calcium carbonate precipitates. Compliance with Section 5.1 of this rule is not required where soil moisture or natural crusting is sufficient to limit VDE;.	
5.1	Land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities.	Effective dust suppression utilizing water, presoaking, wetting agent, or other surfactant.
	Operation of wrecking balls or wrecking equipment.	All exterior surfaces of a building up to six stories in height shall be wetted during demolition. Materials resulting from razing or demolition shall be wetted during off-site removal.
5.2	All disturbed areas of a construction site, including storage piles, not used for seven or more days.	Effective stabilization to limit VDE (40%) by utilizing water, a chemical stabilizer/suppressant, or planting vegetative ground cover.
5.3	On-site unpaved roads and off-site unpaved access roads.	Effective control of fugitive dust to limit VDE (40%) by utilizing water or a chemical stabilizer/ suppressant.
5.4	Public paved roads, shoulders, and access ways adjacent to the site.	Limit or promptly remove any accumulation of mud or dirt at the end of work day or once every 24 hours. Recommend use of paved aprons, gravel strips, or wheel washers. The use of blower devices for the removal of accumulations is prohibited. The use of dry rotary brushes is prohibited, except where preceded or accompanied by wetting to limit dust emissions.
Rule 8030 Storage, Handling and Transport of Bulk Materials		
2.0	*Applicability:* Outdoor handling/storage of bulk material emitting visible dust. Additional requirements may apply if compliance with this Rule requires the installation or modification of equipment under existing District permit.	
4.0	*Exemptions:* Conditions where moisture content of the material is sufficient to limit VDE; agricultural harvesting and open area drying of agricultural crop materials; timber harvesting and storage of logs; dust free materials; materials less than 250 cubic yards at a single site; and materials subject to damage by wetting.	
5.1	Transport of bulk materials in an outdoor area for a distance of twelve feet or greater with the use of a chute or conveyor device.	Chute/conveyer must be fully enclosed, or spray equipment wets materials to limit VDE (20% opacity) as defined in District Rule 4101-Visible Emissions, or materials conveyed are washed, separated, or screened to remove PM-10.
5.2	Materials transported by vehicle, except equipment on site adding to or removing from storage piles.	Limit or promptly remove any accumulation of mud or dirt at the end of work day or once every 24 hours. Wet material to limit VDE (40%), or provide at least six inches of freeboard space from the top of the transport container, or cover the container.
5.3	Outdoor storage of materials greater than 250 cubic yards.	Cover materials or stabilize to limit to VDE to 40% utilizing water, a chemical stabilizer/suppressant, or a vegetative cover within seven days after the addition or removal of materials.

Table 4-2, page 2

Rule 8040 Landfills		
2.0	*Applicability:* All operational landfill sites, landfill closure activities, and activities conducted at closed landfill sites which disturb surface soils covering an area of more than one acre.	
5.1	Construction of a landfill site.	Requirements of District Rule 8020 and the California Code of Regulations (CCR) Sections 17616 and 18222 apply.
5.2	Adjacent public paved roads, shoulders & accesses.	Limit or promptly remove any accumulation of mud or dirt at the end of work day or once every 24 hours. Recommend use of paved aprons, gravel strips, or wheel washers. The use of blower devices for the removal of accumulations is prohibited. The use of dry rotary brushes is prohibited, except where preceded or accompanied by wetting to limit dust emissions.
5.2.1	Interior roads of the landfill site.	Landfill roads connected to off-site adjacent paved public roads must be paved for a sufficient distance to allow mud and dirt accumulation to drop off. Sufficient cleaning of interior roads to limit carry out onto the off-site public roads. The use of blower devices for removal of accumulations is prohibited. Use of dry rotary brushes is prohibited, except when preceded or accompanied by sufficient wetting.
5.4	Storage of construction vehicles, equipment, and materials.	Rule 8070 applies.
6.1	Report of Disposal Site Information (RDSI).	Keep a copy of RDSI at the landfill site or other site approved by District, for inspection by authorized District employees upon request.
Rule 8060 Paved and Unpaved Road		
2.0	*Applicability:* Any paved, or unpaved public or private road, street, highway, freeway, alley, way, access drive, access easement, or driveway **constructed or modified** after December 10, 1993. Road construction and repair activities are subject to requirements set forth in Rule 8020.	
4.0	*Exemptions:* Easements and roads providing access for not more than ten residences; paved roads less than three miles in length, and unpaved roads less than ½ mile in length; agricultural access roads; gated roads owned by a public agency, special district, or public utility on which public access is prohibited; road maintenance and resurfacing activities, not including reconstruction or modifications that add travel lanes or traffic capacity; and roads which have been approved, or for which construction bids have been awarded, prior to December 10, 1993.	
5.1.1	New construction, modifications, or approvals of paved roads with projected average daily vehicle trips of 500 vehicles or more.	Comply with American Association of State Highway and Transportation Officials (AASHTO) guidelines for the width of shoulders and median shoulders. Additional requirements, exemptions or alternative compliance measures may apply.
5.2	Construction and use of new unpaved roads or road segments (except where natural moisture is sufficient to limit VDE).	At least 50% of the length of the new unpaved road surface is controlled by application of chemical dust suppressant/stabilizer, or the entire unpaved surface is controlled by application of water at least one time per week as necessary, or at least 25% of the length of the new unpaved road is paved to provide a permanent stable surface.
6.1	Government Agencies with jurisdiction over publicly maintained paved roads open to public access.	Require preparation and submittal of a written report to the SJVUAPCD documenting compliance with the provisions of this Rule. Initial report prepared for the year 1994 and biennially thereafter. Additional requirements apply.
Rule 8070 Parking, Shipping, Receiving, Transfer, Fueling and Service Areas		
2.0	*Applicability:* All unpaved vehicle and/or equipment parking areas, fueling and service areas; and shipping, receiving, and transfer areas which are of one acre or larger in size.	
3.0	*Exemptions:* Activities described above which are conducted on sites less than one acre in size; agricultural activities, including storage, maintenance, and parking of agricultural equipment associated with those activities; temporary areas used for timber harvesting activities; and exposed surfaces of lake and river beds.	
4.1	On days the area is used (except where natural moisture is sufficient to limit VDE).	Application of either water at least once daily, a chemical dust suppressant/stabilizer in accordance with manufacturer's recommendations for road applications, or gravel to the entire surface.
4.2	Public paved roads, shoulders, and access ways adjacent to the site.	Limit or promptly remove any accumulation of mud or dirt at the end of work day or once every 24 hours. Recommend use of paved aprons, gravel strips, or wheel washers. The use of blower devices for the removal of accumulations is prohibited. The use of dry rotary brushes is prohibited, except where preceded or accompanied by wetting to limit dust emissions.

At the local level, installation of individual septic systems in the unincorporated areas of the Country is regulated under Fresno County Ordinance Title 15, which adopts the provisions of the Uniform Plumbing Code for septic systems. Applicants for septic systems permits must also comply with the Manual of Septic Tank Practice. These requirements are intended to preclude the creation of health hazards and nuisance conditions and to protect surface and groundwater quality. Percolation tests are required to determine the suitability of on-site soils to accept wastewater effluent to determine the amount of lineal feet of leach line required. The systems are required to be set back a minimum distance from wells, creeks, reservoirs, and springs. In problem soils, individual septic systems must be designed by an engineer.

4.1.5 Geology and Seismicity

The following descriptions for geology, seismicity and hydrology are excerpted from the Kings River Sand and Gravel Project EIR, Volume 1, June 1999.

Reedley and the airport site lie between the Sierra Nevada and coast Range geomorphic provinces, within the Great Valley geomorphic province. The Great Valley province is characterized by relatively flat-lying alluvial sediments derived from the Sierra Nevada and Coast Ranges.

The San Joaquin Valley is a large asymmetric trough bounded by granitic, metamorphic, and marine sedimentary rocks of Pre-Tertiary age. These rocks were formed, emplaced, or deposited more than 65 million years ago. Unconsolidated sediments ranging in age from Teritary to Holocene (rocks aged from present time to 66 million years ago) have accumulated in the valley trough and are reported to be as much as 3,000 feet thick in some areas. Along the margins of the valley, deposits generally are of material from adjacent mountains and foothills. In the center of the valley, flood-basin, lacustrine (i.e., lake like) and marine deposits interfinger with deposits from the east and west sides of the valley. In general, deposits consist of a heterogeneous mixture of poorly sorted and unconsolidated clay, silt, sand, and gravel. In places, beds of claystone, siltstone, sandstone, and conglomerate are present.

Along major rivers and streams of the San Joaquin Valley, such as the Kings River, alluvial deposits of Quaternary age (rocks age ranging from present time to 2 million years ago) have accumulated and continue to be deposited. These include channel and floodplain deposits. Channel deposits consist chiefly of cobbles, sand, and gravel and range in width from a few feet to nearly 1,000 feet. Floodplain deposits are generally finer in texture and can be as much as 3 miles wide.

Sediments along the eastern side of the valley are underlain by a basement complex of granitic and/or metamorphic rocks. This basement complex is overlain by a series of westward-dipping geologic units that include marine deposits, continental deposits, fine-grained lacustrine clays, and coarse-grained deposits of the Kings River alluvial fan.

The Reedley Municipal Airport is located east of a seismically active zone—the Coast Ranges—and west of another active zone—the Sierra Nevada. As a result, earthquakes have occurred in the regions surrounding the airport. Injury to people and damage to structures during earthquakes can be caused by surface rupture along an active fault or by ground shaking from a nearby or distant fault.

Although the Fault Activity Map of California and Adjacent Areas (California Division of Mines and Geology 1994) indicates that there are no active faults within the project area, extensive faulting has occurred in both the Sierra Nevada and Coast Ranges.

An unnamed potentially active fault(i.e., a fault that has been active in the past 1.6 million years) lies approximately 36 miles to the south of the airport. The nearest active fault, the Nunez Fault, lies 60 miles to the southwest of the project site (California Division of Mines and Geology 1994). Further to the west,

some 72 miles west of the project site, is the San Andreas Fault. Some 72 miles east of the project are the many faults associated with the area surrounding the Owens River. Both the San Andreas and the area along the Owens River are considered active (California Division of Mines and Geology 1994).

Earthquake magnitude is measured by the Richter Scale, for which no theoretical maximum magnitude exists. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Earthquake energy is most intense at the fault epicenter; the further an area is from an earthquake epicenter, the less likely that ground shaking will occur.

In the past, earthquakes of magnitude 4.0 to 4.4 have occurred in the vicinity of the airport. Most of Fresno County, from Interstate 5 east, is located in Seismic Zone 3 as defined by the most recent California Uniform Building Code.

4.1.6 Hydrology and Floodplains

Primary topographic features of the region include dissected uplands, low alluvial plains and fans, and river floodplains and channels. Streams descending from the Sierra Nevada have developed alluvial fans that merge into a common alluvial plain sloping gently to the southwest. The plain is of low relief and covers large areas of the east side of the valley. The Kings River alluvial fan is the largest fan on the east side of the San Joaquin Valley. The raised elevation of the fan extends across the Central Valley west to the Coast Range. Its size prevents external drainage from the southern half of the valley. Streams and rivers south of the Kings River drain to closed depressions, the largest of which is the Tulare lakebed. Under present conditions, the Tulare lakebed remains dry except after major floods because of increased river regulation and flood control, combined with the diversion of infiltration of most of the normal surface flow in the rivers feeding the lakebed.

The major rivers in the area are the Kings, Kaweah, and Tule Rivers, all of which run in relatively shallow channels within broad, flat floodplains. The largest of the floodplains is associated with the Kings River.

The airport is about 20 miles downstream from Pine Flat Reservoir. Pine Flat Reservoir has a capacity of 1 million acre-feet and has substantially improved flooding problems that had existed along the Kings River. There are still flood zones associated with the Kings River, however, they do not impact the airport site.

The Federal Emergency Management Agency's Flood Insurance Rate Map for Fresno County (Map Number 06019C2190F effective as of July 19, 2001) indicates the airport site and surrounding areas are in Zone X, areas determined to be outside the 500-year floodplan.

4.1.7 Important Farmlands

The California Department of Conservation, classifies agricultural land in four categories: prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance.

> **Prime Farmland.** Prime farmland has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime farmland does not include publicly owned lands for which there is an adopted policy preventing agricultural use.
>
> **Farmland of Statewide Importance.** Farmland of statewide importance is similar to prime farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture. Farmland of statewide importance does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Unique Farmland. Unique farmland is used for production of the state's major crops on soils not qualifying for prime or statewide importance. This land is usually irrigated, but may include non-irrigated fruits and vegetables as found in some climatic zones in California.

Farmland of Local Importance. Farmland of local importance is land of importance to the local agricultural economy and is determined by each county's board of supervisors and local advisory committees. Examples of this classification of farmland include dairies, dryland farms, aquaculture, and uncultivated areas with soils qualifying as prime farmland and farmland of statewide importance. Farmland of local importance does not include publicly owned lands for which there is an adopted policy preventing agricultural use.

The California Department of conservation, Division of Land Resource Protection, has a Farmland Mapping and Monitoring Program (FMMP). In Fresno County, 374,576 acres of land have been designated Prime Farmland. 144,243 acres are designated Farmland of Statewide Importance, and 96,724 acres as Unique Farmland, and 29,663 acres as Farmland of Local Importance.

The airport site is mostly grassland where there are no airport improvements such as the runway and aprons. The northeast corner of the site is planted in orange trees. The site is designated as Urban and Built-Up Land where the runway and apron areas are located on the Important Farmland Map of Fresno County. The unbuilt portion of the site is designated "Other" on the map, except for the northeast corner of the site which is designated Farmland of Statewide Importance.

4.1.8 Biological Resources/Special Status Plants and Wildlife

Agencies with responsibility for protection of biological resources in Fresno County are:

- U.S. Army Corps of Engineers (wetlands and other waters of the United States),
- U.S. Fish and Wildlife Service (endangered species and migratory birds),
- California Department of Fish and Game (waters of the State, endangered species, and other protected plants and wildlife),
- U.S. Forest Service,
- U.S. National Park Service, and
- Fresno County (General Plan Conservation Element Goals and Policies).

Fresno County

Fresno County supports a rich variety of habitat types as defined by the Wildlife Habitat Relationship (WHR) which include the following 28 habitats: annual/ruderal grassland, valley oak woodland, pasture, cropland, valley-foothill riparian, fresh emergent wetland, lacustrine, blue oak woodland, blue oak-foothill pine woodland, mixed chaparral, chamise-redshank chaparral, vernal pool, alkali scrub, orchard-vineyard, montaine-chaparral, montaine hardwood-conifer, montaine riparian, sierran mixed conifer, ponderosa pine, Jeffery pine, white fir, lodgepole pine, subalpine, conifer, alpine dwarf scrub, wet meadow, bitterbush, and juniper.

Over 164 special-status plant and wildlife species are known to occur in Fresno County. Special-status plants and wildlife have been designated as "rare", "threatened", "endangered", or "species of concern", under federal or state endangered species legislation, by state resource agencies, or by groups such as the California Native Plant Society (CNPS). The special-status species with potential to occur in Fresno County were determined by review of the California Natural Diversity Data Base (CNDDB) and CNPS electronic inventory of vascular plants. In general, special-status species are associated with a specific

habitat such as vernal pools, chaparral, oak woodland, or riparian corridors, however some species can utilize common habitat such as cropland.

According to the EIR for the Fresno County General Plan (October 2000), special-status species that could be affected by development in Fresno County would include, but would not be limited to the following:

- Valley elderberry longhorn beetle;
- San Joaquin kit fox;
- kangaroo rat (various species);
- California tiger salamander;
- vernal pool fairy shrimp;
- vernal pool tadpole shrimp;
- western spadefoot toad
- burrowing owl;
- prairie falcon; and,
- northern harrier.

Special-status plant species that could be affected by development in Fresno County could include but are not limited to the following:

- San Joaquin valley orcutt grass;
- hairy orcutt grass;
- Hartweg's pseudobahia;
- Mariposa pussypaws;
- California jewel flower;
- San Joaquin wooly threads;
- tree anemone; and
- San Benito evening primrose.

The majority of special-status plant and wildlife species occur outside of the San Joaquin Valley floor with the exception of species dependent on alkali sink, vernal pool or other wetland habitats. The central Coast Range and Sierra Nevada foothills have the highest potential to support special-status species within the annual grassland, chapparal, serpentine, and cismontane habitats found there. Habitats in the Eastside Valley floor along the SR 99 corridor are not generally supportive to rare species occurrence due to the extensive farming activities.

Reedley Municipal Airport

Much of the airport property is previously disturbed open grassland. More than half of the airport parcel is covered with grasses, which are mowed periodically. The grasses included a wide variety of forbs, with wild oats predominant. There is a paved runway and a parallel taxiway running north/northwest across the parcel, along with large areas of paved parking/aircraft storage, hangars, and ancillary buildings. Two ponding basins are on the property midway north/south, and a secondary basin along the line of a natural slough near the southern edge of the parcel. The northeastern part of the site, at the corner of Central and Frankwood Avenues, is planted in orange trees.

The California Department of Fish and Game Natural Diversity Data Base (NDDB) was consulted in July 2002. They indicated the following sightings of special status wildlife and plants in the general vicinity of the Reedley airport site: California Tiger Salamander, Vernal Pool Fairy Shrimp, Valley Elderberry Longhorn Beetle, San Joaquin Adobe Sunburst and San Joaquin Valley Orcutt Grass. No sightings occurred on the site or within three miles of the site. Refer to Appendix 10.3.

4.2 Socioeconomic Setting

4.2.1 Land Use

According to the Reedley General Plan 2012, the total area in the Reedley Sphere of Influence is 5,000 acres. Of that area, 2,469 acres (approximately 50 percent) are presently incorporated in the Reedley City limits. The remainder of the land is within the unincorporated area of Fresno County and is designated for future development with various urban land use designations to accommodate anticipated growth of the city through the year 2012. The predominant land use designated in the General Plan is residential, which comprises approximately 44 percent of all land uses within the Reedley Sphere of Influence.

Reedley Municipal Airport is located approximately five miles north of the center of the City of Reedley. The land uses in the airport vicinity are predominately agricultural uses, except for the Great Western Elementary School which is located south of the airport across American Avenue and some residential uses south and east of the airport and a distillery to the northwest of the airport. Refer to Exhibit 6. The area surrounding the airport is zoned AE20, Exclusive Agricultural District with 20 acre minimum parcels, by Fresno County. Refer to Appendix 10.4.

During public hearings on the proposed airport acquisition and development in 1972, the airport's proximity to the Great Western Elementary School, was a land use compatibility concern. Safety, rather than noise, was the primary issue. However, potentially adverse impacts of the airport are mitigated by the flight pattern of aircraft which prevents overflight of the school by an established right-hand approach traffic pattern. A sign is posted at the entrance to the north end runway to advise pilots not to overfly the school upon take-off. The school has an enrollment of 500 students and a staff of 50. The school is currently at capacity and has no plans for expansion.

Federal Aviation Administration (FAA) regulations codified in Title 14 of the Code of Federal Regulations are administered at the state level by the CalTrans Division of Aeronautics. Neither the FAA nor CalTrans regulate land use adjacent to airports; however, Part 77 of the regulations requires agency notification when there is change in land use that would involve the development of structures and roadways adjacent to the facility. The criteria for notification depends on the height of proposed structures relative to the location of runways and airport facilities.

The formation of airport land use commissions (ALUCs) was mandated in 1968 for all counties containing at least one public use airport (Public Utilities Code Section 21670 et seq.). The commissioners represent the county, its cities, and the public. Legislation passed in 1982 established a direct link between ALUCs comprehensive plans and land use plans and regulations prepared by cities and counties (Public Utilities Code Section 21676). In accordance with this legislation, ALUCs must review general and specific plans of local jurisdictions for consistency with the county's airport comprehensive land use plan (CLUP). Primary and Secondary Review Areas must be identified for each facility. Projects proposed within the geographic boundaries of the Primary Review Area are referred to the ALUC for review and evaluation. Within the Secondary Review Area, only those projects involving a structure or other object with a height that would exceed that permitted under adopted land use zoning would be referred to the ALUC for review. Refer to Exhibit 7.

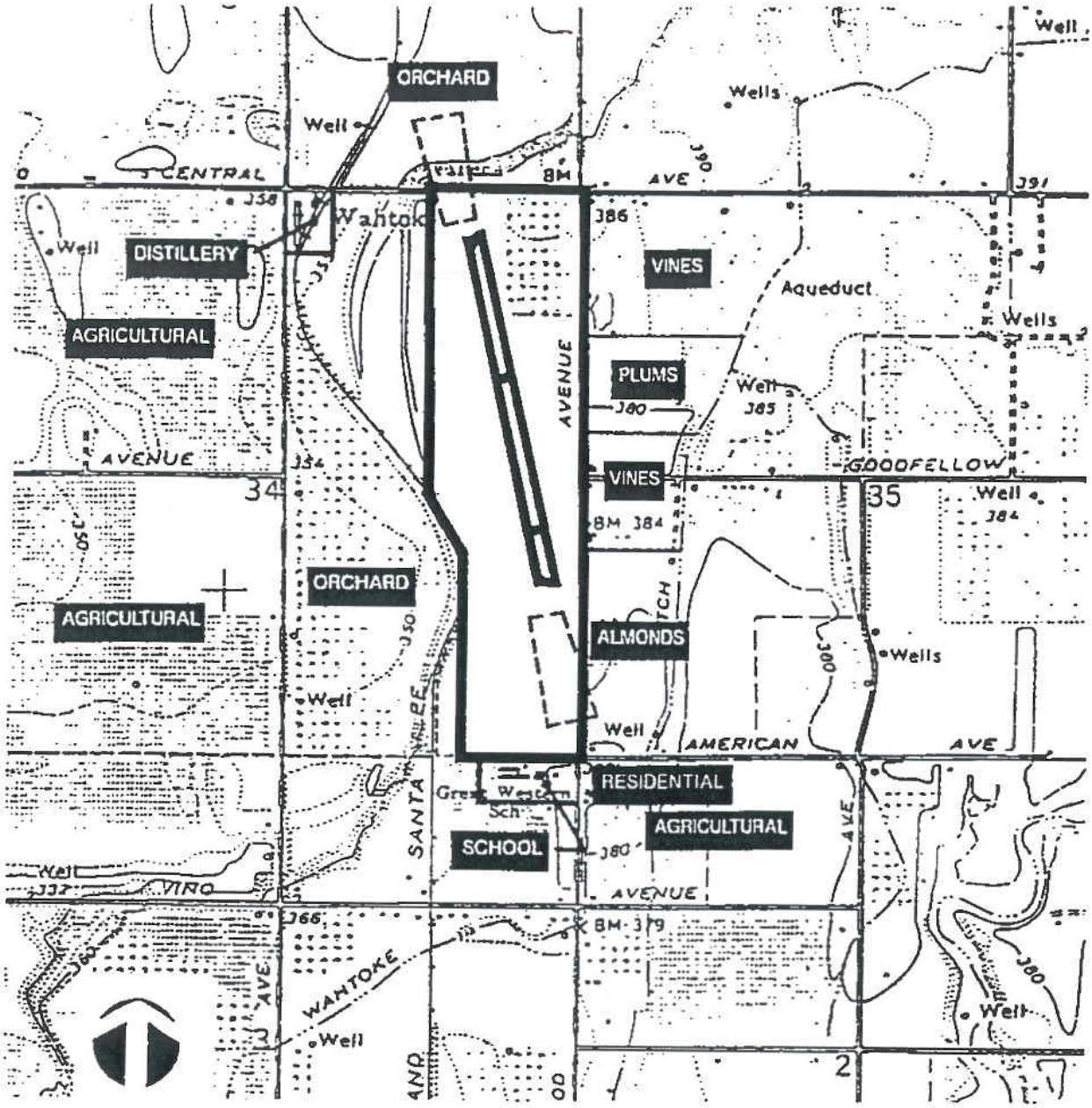


Exhibit 6
Surrounding Land Uses
Reedley Municipal Airport EA/EIR

Source: Reedley General Plan

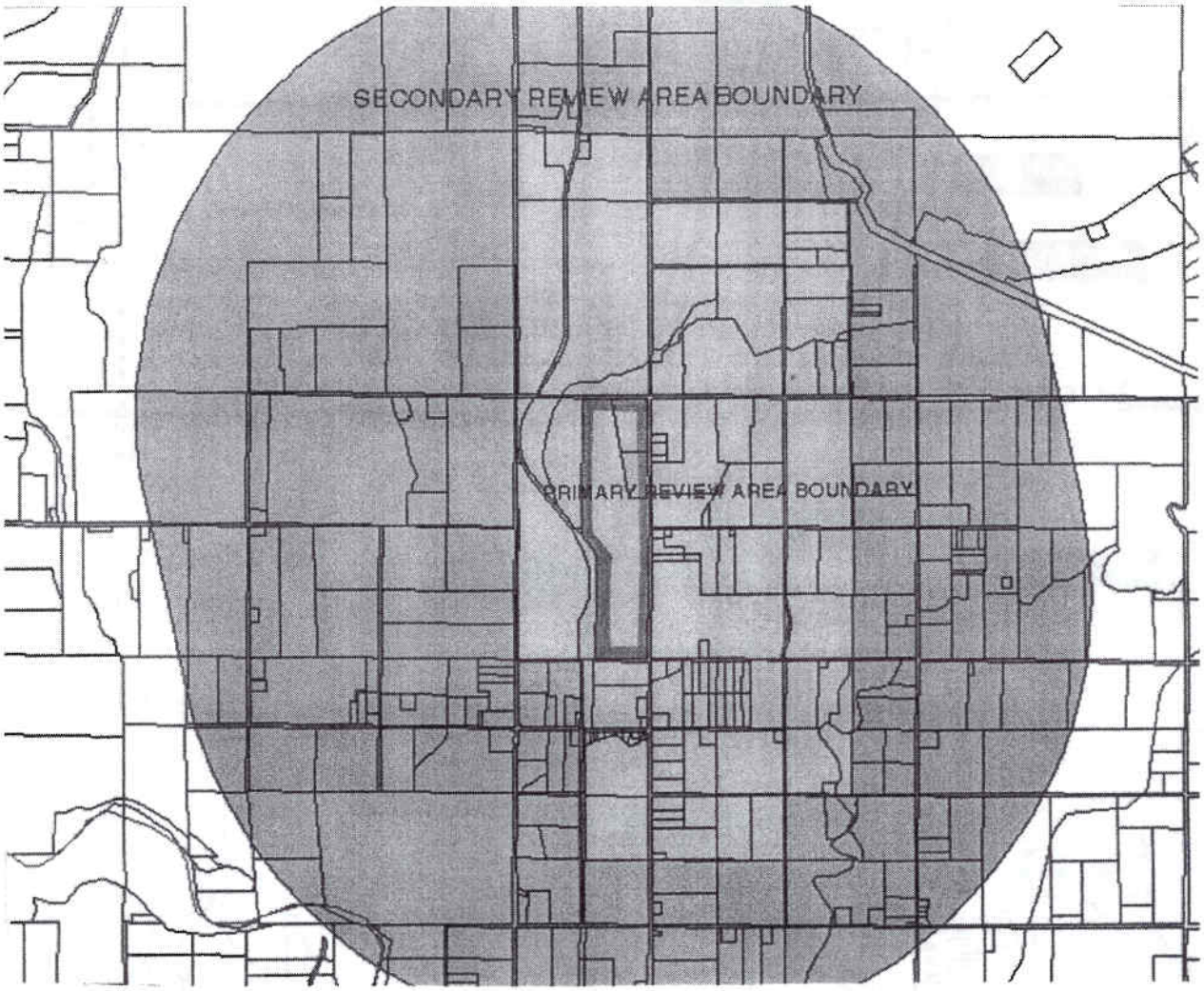


Exhibit 7
ALUC Review Areas
Reedley Municipal Airport EA/EIR

Source: City of Reedley

4.2.2 Surface Transportation

State Highway 99 is 12 miles west of Reedley; Interstate Highway 5 (I-5) is 65 miles to the west and State Highway 180 is eight miles to the north. A four lane, divided road (Manning Avenue) connects Reedley to Highway 99. Major motorized carriers provide service to the City of Reedley including local carriers, interstate and intrastate, with terminals located in Fresno. Freight service is available by railroad. Bus service is available to Fresno and Visalia.

Reedley Municipal Airport is five miles north of the center of Reedley along Frankwood Avenue. Access to the airport is from Frankwood Avenue at Goodfellow Avenue. The airport can also be reached from Highway 99 to the west, along Central and Goodfellow Avenues.

4.2.3 Population

The population of the City of Reedley has increased from 9,100 in 1975 to 13,431 in 1985. This was an increase of 47% in ten years. The population in January 1992 was 17,386, according to the City's General Plan. The 2002 population estimated by the State of California was 21,218 persons.

Reedley has experienced a steady growth rate over the years. The average annual growth rate from a population of 5,850 in 1960 to 11,071 in 1980 has been approximately 4.5%. The growth rate since 1980 has generally been 3.5 percent.

The ethnic origin of Reedley residents has shown a steady increase in the Hispanic population from approximately 29% of the total population in 1972 to approximately 68% in 2000. Non-Hispanic whites and others make up 32% of the population.

The Fresno County General Plan (October 2000) indicated the population of Reedley was 20,928 people in 1996, and projected it increasing 32.4% to 27,715 people by the year 2020. Employment is projected to increase by 3,672 people by the year 2020 from the 1996 estimate of 8,863. Housing units are projected to increase by 32.5% from 6,575 in 1996 to 8,709 by the year 2020.

4.2.4 Economic Development and City Services

An important facet of Reedley's economy is agriculture. A wide variety of vegetables, fruits, and nuts thrive in the area's fertile soil and are packed, stored, and shipped to areas throughout the world. Tree fruit is the primary product grown and packed in the Reedley area. California grapes and raisins are important items in national and international trade, with Reedley playing an important part in their production.

The City provides a full range of urban services to the incorporated area including sewer, water, storm drainage, and park facilities as well as police and fire protection services. Sierra Kings District Hospital provides a wide range of in-patient medical services. Sequoia Safety Council provides local ambulance services which includes paramedic level emergency care. The County of Fresno operates a branch library in the downtown area and a courthouse facility adjacent to Reedley City Hall.

In addition, the Reedley Area has a full range of educational facilities, including public and private schools and a junior college.

4.2.5 Historical, Architectural, Archaeological and Cultural Resources

Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties" are found in 36 Code of Federal Regulations (CFR) Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites which are determined eligible for listing on the National Register of Historic Places.

State historic preservation regulations affecting this project include the statutes and guidelines contained in the California Environmental Quality Act (CEQA; Public Resources Code Sections 21083.2 and 21084.1 and Section 15064.5 of the CEQA guidelines). CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources.

Cultural resources in Fresno County reflect the area's history of settlement by Native Americans, Europeans, Mexicans, and others, as well as periods of economic and social change such as those associated with the Gold Rush and development of agriculture and rail transportation. This region of the San Joaquin Valley, which extends from the forested Sierra Nevada to the Coastal Range, has supported an abundance of wildlife, riparian habitats and marshes. Records indicate that at least five Native American tribes resided in the area. The presence of archaeological and historic resources would generally be most likely along rivers and streams and in other areas with ground cover or other features which could have invited and sustained habitation.

According to a previous archaeological study and survey done in 1996, Reedley Municipal Airport is located along what was probably the border area between the known territory of two groups of the Southern Valley Yokuts. These groups are the Choinimni, who occupied the area northeast of the airport area, and the Aiticha (also known as the Aitecha, Aititsa, Aigicha, or Ai'kicha), who occupied the zone to the west, around Centerville. One of the sources quoted in the study said that Campbell Mountain (located approximately two miles northeast of the airport) was called by the Choinimni Wahwahlut ("Crying Place"). No specific information related to the immediate area around the airport has been found, although it can be presumed that the placename Wahtoke is a Yokut toponym – found on a creek and ditch southeast of the airport and on a former railroad siding northwest of the airport.

In December 2002, the Southern San Joaquin Valley Information Center at California State University Bakersfield, under contract to the State office of Historic Preservation, conducted a Cultural Resources Records Search. Refer to Appendix 10.5. It confirmed that there are no recorded cultural resources on the project site or within the project area immediate vicinity. Two previous cultural resource studies were conducted within the project area in 1996 and 1975. No cultural resources were discovered during the above surveys.

4.2.6 Noise

A major potential conflict between continued airport use and off-airport development centers on noise impact. Human reaction to the intrusion of aviation noise is complex and subjective. Several descriptors have been developed in an attempt to rate the annoyance associated with living and working with aviation noise. In general, these descriptors attempt to measure quantitatively the acoustical energy of the sound and relate this to the subjective feelings of loudness, noisiness or annoyance. Though measures of the noise environment alone cannot provide an accurate prediction of the degree of human annoyance, they are helpful in determining approximate degrees of annoyance that may be associated with a given level of noise intrusion.

For evaluating the compatibility of land uses with noise from airports, Community Noise Equivalent Levels (CNEL) are used, which average the total acoustic energy of multiple aircraft events. The CNEL metric is equivalent to the Daily Ldn used by Reedley in its General Plan. While people certainly respond to the noise of single aircraft flyover--particularly to the loudest single event in a series--the long-range effects of prolonged exposure to noise appear to best correlate with cumulative average measures. These measures provide a single number which is equivalent to the total noise exposure over an average day.

Although several federal programs include noise standards or guidelines as part of their eligibility performance criteria, the primary responsibility for integrating airport noise considerations into the planning process rests with local governments, which generally have control over actual land use and development. The FAA considers all land uses compatible below CNEL 65. Fresno County's Airports Land Use Policy Plan states that 60 CNEL is the normally acceptable maximum noise exposure for multifamily residential areas and tenement lodging. 55 CNEL is normally acceptable for single family homes, duplexes and mobile homes. The City of Reedley General Plan indicates that 55 dBA Ldn is the maximum acceptable noise level for rural residential areas. Table 4-3 shows land use compatibility for community noise environments as indicated in the Reedley General Plan. Table 4-4 indicates the Airport/Land Use Noise Compatibility Criteria in the Fresno County Airports Land Use Policy Plan. Most other land uses are generally compatible below CNEL 60 except for auditoriums, concert halls, schools, and hospitals. CNEL is the methodology specified in California Noise Standards.

Table 4-3
Reedley General Plan Noise Compatibility Standards:
(Maximum Acceptable Noise Levels)

Land Use	Daytime L_{50}*	Nightime L_{50}	Daily L_{dn} Exterior	Interior
Rural Residential	50 dBA	45 dBA	55 dBA	45 dBA
Urban Residential and Noise Sensitive Receivers**	55	50	60	45
Urban Commercial	65	60	--	--
Urban Industrial	70	70	--	--

Notes: * L_{50} – Exterior sound level exceeded 50% of the total time.
** Schools, parks, hospitals and rest homes.

Areas subject to an L_{dN} greater than 60 dBA are identified as noise impact zones.

Source: Reedley General Plan

Table 4-4
Fresno County Airport/Land Use Noise Compatibility Criteria

Land Use Category	CNEL (dB) 50-55	55-60	60-65	65-70	70-75
Residential					
single-family detached and duplexes	+	o	-	--	--
multi-family and transient lodging	++	+	o	-	--
mobile homes	+	-	-	--	--
Public					
schools, libraries, hospitals, nursing homes	+	o	-	-	--
churches, auditoriums, concert halls	+	o	o	-	--
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	-
parks, playgrounds, zoos	++	+	+	o	-
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	-
amphitheaters	+	o	-	-	--

	Land Use Acceptability	Interpretation/Comments
++	Clearly Acceptable	The activities with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed), Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Fresno County Airports Land Use Policy Plan

5. ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES: SPECIFIC FAA CATEGORIES

5.1 Noise

The FAA's Integrated Noise Model (INM), Version 6.1 was used to perform calculations and produce contours of equal noise exposure for this study. In the Master Plan, noise exposure maps for current conditions at the airport and 2020 forecast conditions for the airport were done. The noise modeling conducted for this study was supported by thorough inventory, use and documentation of all pertinent variables which influence aircraft noise generation.

Key variables in the noise modeling effort included existing and forecast aircraft activity levels, aircraft types, time of day of operations, flight tracks, and flight procedures in use, among others. Data describing these variables was arranged and input to the computer model to produce contours of equal cumulative noise levels expressed in Community Noise Equivalent Level (CNEL) metric. CNEL is the methodology specified in the California Airport Noise Standards. CNEL adds an additional 5dB penalty to events occurring during evening hours, and an additional 10dB penalty during nighttime hours to account for increased annoyance.

Forecast activity levels through the year 2020 at the airport were developed in the Reedley Airport Master Plan 2020. Table 5-1 sets forth average day aircraft operations by aircraft classes used in noise modeling. As can be seen from Table 5-1, average day aircraft operations are forecast to increase from 74 in 2000 to 100 in 2020. All are general aviation users, predominantly single engine propeller aircraft. Forecast noise contours allow for these increased operations as well as for anticipated changes in the aircraft fleet mix using the airport.

Table 5-1
Average Day Aircraft Operations
Reedley Municipal Airport
2000-2020

	2000	2005	2010	2015	2020
By Type of Operations					
Local	44.3	48.0	51.8	55.6	60.1
Itinerant	29.5	32.0	34.6	37.1	40.0
Total	73.8	80.1	86.4	92.7	100.1
By Type of Aircraft					
Single-engine prop.	69.3	74.5	80.7	87.0	94.3
Multi-engine prop.	3.2	4.2	4.2	4.2	4.2
Helicopter	1.0	1.0	1.0	1.0	1.0
Turboprop	0.3	0.3	0.4	0.4	0.5
Turbine	0.1	0.1	0.1	0.1	0.1
Total	73.8	80.1	86.4	92.7	100.1

Source: Wadell Engineering Corporation

Aircraft operations at Reedley Municipal Airport generally occur in an southeast to northwest direction. This has been factored into the computerized CNEL noise contours developed for current and future (2020) airport operations. Exhibit 8 indicates the current noise exposure contours and Exhibit 9 indicates the forecast year 2020 noise exposure contours.

The area within the 65 CNEL noise contour will expand from 19.5 acres to 23.6 acres due to a projected increase in aircraft operations by 2020. The result will be an additional 4.1 acres of land within the future 65 CNEL noise contour. However, this noise contour will be contained within the airport property. The area within the 60 CNEL noise contour will expand from 43.9 acres to 55.4 acres. The impact of the increase will be an additional 11.5 acres of land within the future 60 CNEL and above contour.

Standards of Significance

Both the Community Noise Equivalent Level (CNEL) and the day-night average noise level (L_{dn}), are 24-hour averages with an additional "penalty" added to CNEL noise occurring during the evening and nighttime hours for both CNEL and L_{DN} to account for the greater nocturnal noise sensitivity of people.

Noise impacts would be considered significant if the L_{dn} at an existing sensitive receptor were to increase in the following ways:

- where existing noise levels are less than 60 dB L_{dn} at outdoor activity areas of noise-sensitive uses, a 5 dB L_{dn} increase in noise levels will be considered significant;
- where existing noise levels are between 60 and 65 dB L_{dn} at outdoor activity areas of noise-sensitive uses, a 3 dB L_{dn} increase in noise levels will be considered significant; or
- where existing noise levels are greater than 65 dB L_{dn} at outdoor activity areas of noise-sensitive uses, a 1.5 dB L_{dn} increase in noise levels will be considered significant.

The future projected noise levels at Reedley Municipal Airport will not result in any of the above.

5.2 Compatible Land Use

5.2.1 Noise Issues

Table 4-4 shows general land use categories along with guidelines on compatibility with specific aircraft noise levels as published in the Fresno County Airports Land Use Policy Plan. State of California airport noise standards as well as Federal Aviation Regulations (Part 150) establish a CNEL of 65 dBA as the maximum acceptable noise exposure for residential land uses. This criterion is set primarily with regard to air carrier airports in urban locations. For typical general aviation airports and less noisy suburban or rural settings, a 60 CNEL standard can be used. Fresno County and the City of Reedley apply 55 CNEL (or L_{dn}) as a normally acceptable maximum for single family houses and rural residential land uses.

Currently the 60 and 65 CNEL noise impacted areas are entirely an airport property. No residences or other more sensitive land uses are within the 65 CNEL noise contour and no residences or other noise sensitive land uses are within the 60 CNEL noise contours. Refer to Exhibit 8.

The noise impact of additional aircraft operations would have a negligible effect on the existing residences, in the airport vicinity. Refer to Exhibit 9. No residences or other sensitive uses would be within the 60 CNEL noise contour.

Exhibit 8
Current Noise Contours
Reedley Municipal Airport EA/EIR

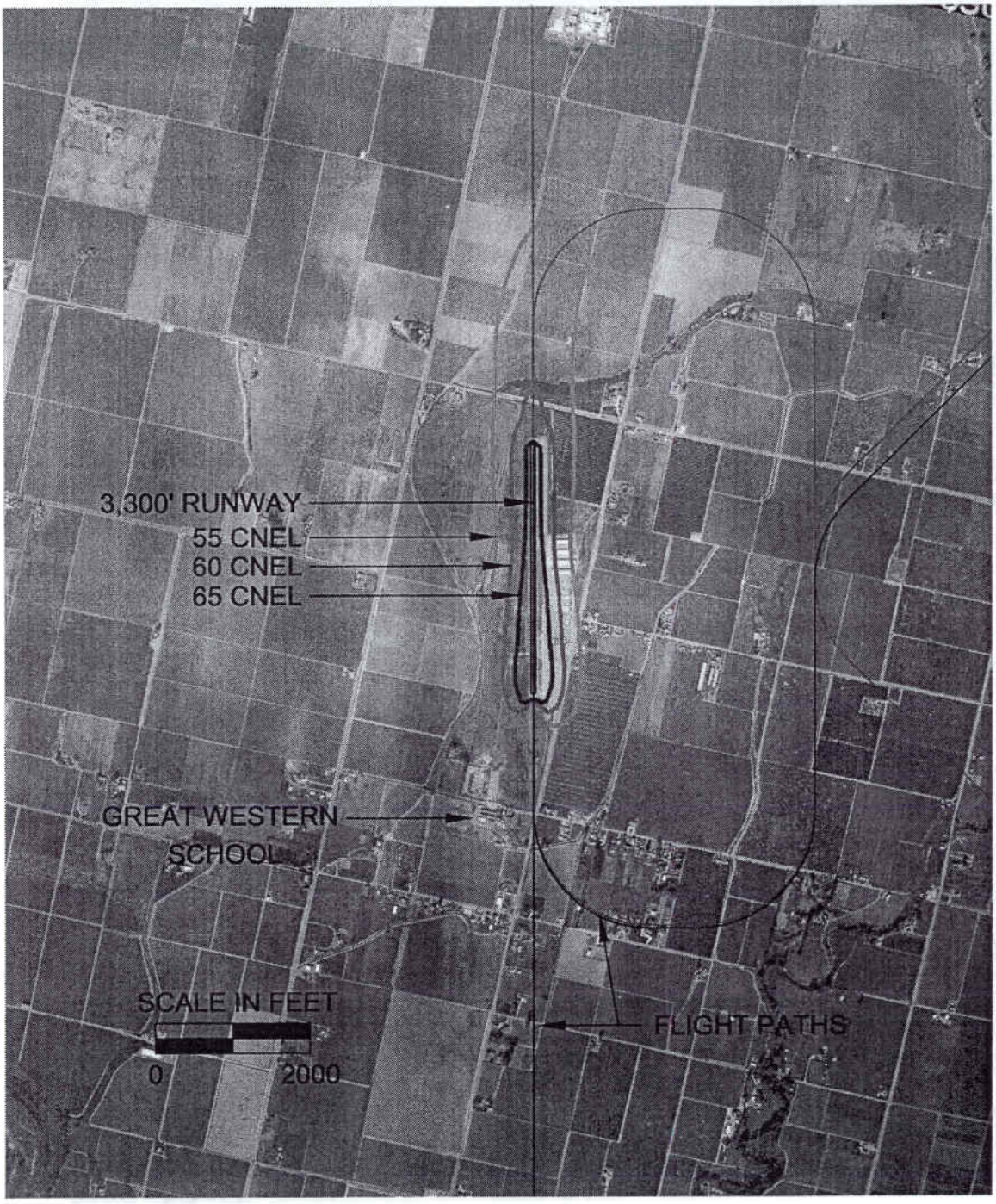


Exhibit 9
Forecast 2020 Noise Contours
Reedley Municipal Airport EA/EIR

The land area within the 60 CNEL noise contour will be almost entirely on airport property. A small area of orchard north of Central Ave. will fall into the 60 CNEL noise contour by the year 2020, but there will be no impact to sensitive receptors. Refer to Exhibit 9.

The area within the 55 CNEL noise contour will expand from 122.5 acres to 164 acres. The actual area between the 55 and 60 CNEL noise contours will increase from 78.6 to 108.6 acres, an increase of 30 acres. A major portion of this area is on airport property. The area north of Central Avenue currently within the 55 CNEL contour will expand. Refer to Exhibits 8 and 9. However, this is an area of orchards and farmland, and no sensitive noise receptors such as residences are in the area. At the southern end of the runway, the 55 CNEL contour will extend along the flight path up to the corner of Frankwood and American Avenues. However, the area will remain entirely on airport property.

It should be noted that the Great Western Elementary School currently is and will continue to be outside the 55 CNEL noise contour. The previous 1992 Airport Master Plan showed the school site between the 55 and 65 CNEL noise contours. However, advances in noise modeling techniques, as well as quieter aircraft, now indicate there would be no adverse noise impact to the school from future airport operations. Refer to Exhibits 8 and 9.

Although operations will not pose any adverse noise impacts, in order to maintain airport noise/land use compatibility, the following are recommended.

Mitigation Measures

- Do not permit new residential or other noise-sensitive development to occur within the future 60 CNEL noise contour. Minimize any such development within the 55 CNEL contour.

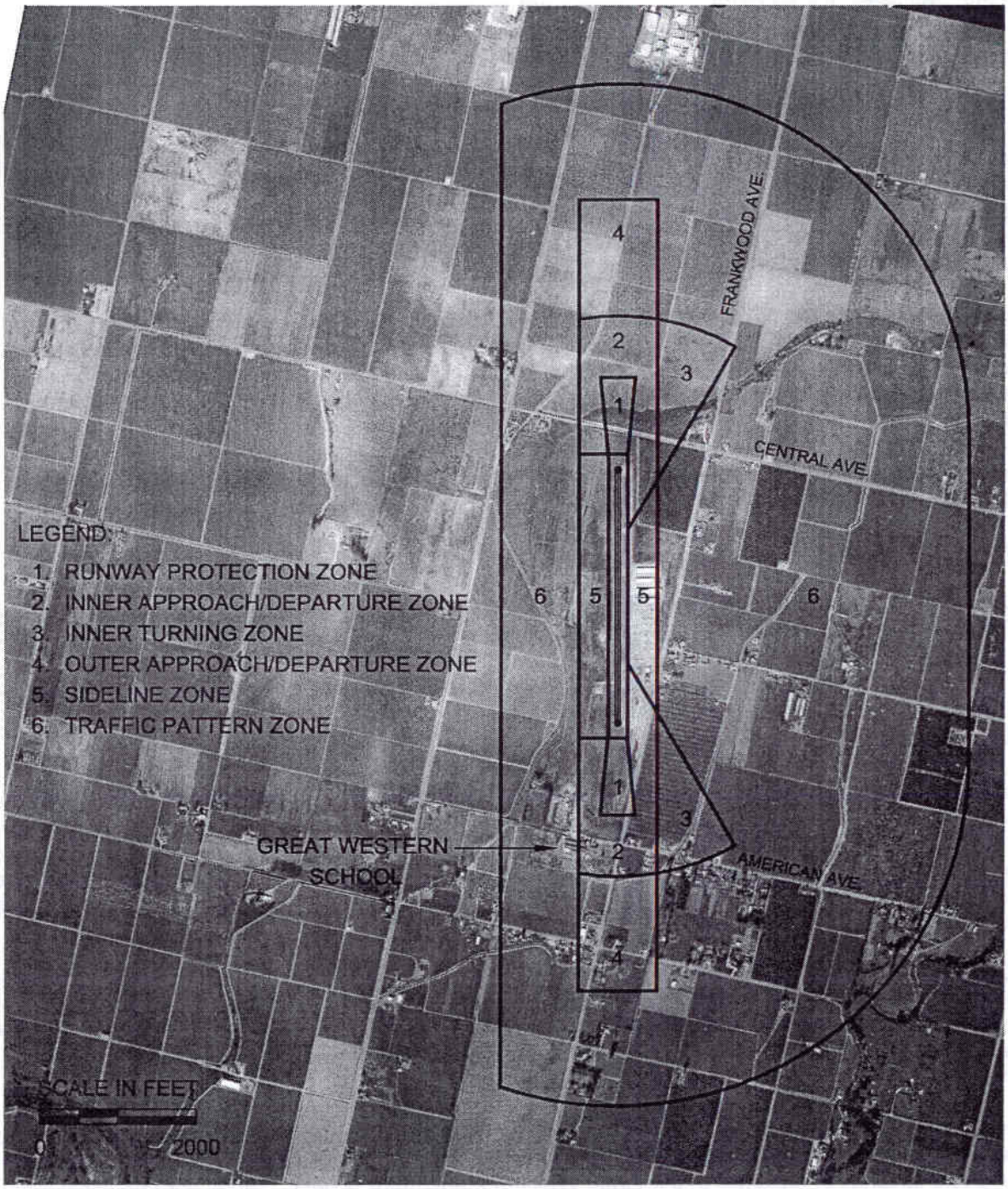
- Minimize aircraft operations between the nighttime hours of 10:00 p.m. to 7:00 a.m.

5.2.2 Planning Issues

The airport property is five miles north of the City of Reedley in an area zoned as an Exclusive Agricultural (AE20) District by Fresno County General Plan Countywide Land Use Diagram. Current land uses include residential land and an elementary school to the south of the existing airport. Refer to Exhibit 6. The eastern portion of the school site is in the Inner Approach Zone. Refer to Exhibit 10. The western portion of the school site is not in the Inner Turning Zone since a right-hand approach pattern is utilized to Runway 33.

The California Airport Land Use Planning Handbook (January 2002) in Chapter 9, Establishing Airport Safety Compatibility Policies, indicates that residential uses should be limited to very low densities in these zones and non-residential uses of moderate or higher usage intensities should be avoided. It states that schools should be prohibited in the Inner Approach and Turning Zones. Refer to Table 5-2, Airport Zones Compatibility Guidelines and Exhibit 10.

The issue of airport/school safety was addressed in 1989 and included an on-site inspection. City officials, airport commissioners, school officials and school board members observed numerous airplane take-offs and landings in proximity to the Great Western Elementary School. There were no conclusions reached that the aircraft take-offs and landings were causing a hazard. The proposed airport improvements would not change current flight patterns. However, widening the runway and providing paved runway safety areas will enhance the safety of the aircraft operations at the airport and the safety of surrounding land uses. Aircraft will take-off and land as they currently are doing.



Source: California Airport Land Use Planning Handbook

Exhibit 10
Safety Compatibility Zones
Reedley Municipal Airport EA/EIR

Table 5-2
Airport Zones Compatibility Guidelines

Zone 1: Runway Protection Zone

Risk Factors / Runway Proximity

- Very high risk
- Runway protection zone as defined by FAA criteria
- For military airports, clear zones as defined by AICUZ criteria

Basic Compatibility Qualities

- Airport ownership of property encouraged
- Prohibit all new structures
- Prohibit residential land uses
- Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area

Zone 2: Inner Approach/Departure Zone

Risk Factors / Runway Proximity

- Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation)
- Zone extends beyond and, if RPZ is narrow, along sides of RPZ
- Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation

Basic Compatibility Qualities

- Prohibit residential uses except on large, agricultural parcels
- Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable)
- Prohibit children's schools, day care centers, hospitals, nursing homes
- Prohibit hazardous uses (e.g. aboveground bulk fuel storage)

Zone 3: Inner Turning Zone

Risk Factors / Runway Proximity

- Zone primarily applicable to general aviation airports
- Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude
- Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading

Basic Compatibility Qualities

- Limit residential uses to very low densities (if not deemed unacceptable because of noise)
- Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable)
- Prohibit children's schools, large day care centers, hospitals, nursing homes
- Avoid hazardous uses (e.g. aboveground bulk fuel storage)

Source: California Airport Land Use Planning Handbook, Table 9B

Table 5-2 continued

Zone 4: Outer Approach/Departure Zone

Risk Factors / Runway Proximity

- Situated along extended runway centerline beyond Zone 3
- Approaching aircraft usually at less than traffic pattern altitude
- Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Zone can be reduced in size or eliminated for runways with very-low activity levels

Basic Compatibility Qualities

- In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone

Risk Factors / Runway Proximity

- Encompasses close-in area lateral to runways
- Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff
- Area is on airport property at most airports

Basic Compatibility Qualities

- Avoid residential uses unless airport related (noise usually also a factor)
- Allow all common aviation-related activities provided that height-limit criteria are met
- Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 6: Traffic Pattern Zone

Risk Factors / Runway Proximity

- Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- Zone includes all other portions of regular traffic patterns and pattern entry routes

Basic Compatibility Qualities

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Definitions

As used in this table, the follow meanings are intended:

- *Allow:* Use is acceptable
- *Limit:* Use is acceptable only if density/intensity restrictions are met
- *Avoid:* Use generally should not be permitted unless no feasible alternative is available
- *Prohibit:* Use should not be permitted under any circumstances
- *Children's Schools:* Through grade 12
- *Large Day Care Centers:* Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- *Aboveground Bulk Storage of Fuel:* Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

The current Fresno County Zoning designation (AE20-Exclusive Agriculture district with 20 acre minimum parcels) does not appear to reflect some of the actual uses in the airport vicinity. Consideration should be given to the preparation of a joint City/County Specific Plan for the airport environs.

The new CalTrans ALUC Handbook contains new geometry for Safety Surfaces. These may require a revision to the Reedley Airport Plan Safety Surfaces in the Fresno County Airports Land Use Policy Plan.

Mitigation Measures

The following recommendations are made as a means to maintain compatible land use in the airport vicinity.

- Revise the Fresno County Airports Land Use Policy for Reedley Airport Plan to accommodate the new CalTrans geometry for Safety Surfaces.
- Maintain airport compatible land use designations and zoning in the airport vicinity in the Fresno County General Plan and Zoning Plan.
- Continue open dialogue with school district, surrounding property owners and other agencies regarding airport issues.
- Avoid any major expansion of the Great Western Elementary School.
- Maintain flight paths for arriving and departing aircraft to prevent low altitude overflight of the Great Western Elementary School.
- In accordance with CEQA Public Resources Code 21096, the California Department of Transportation's Airport Land Use Planning Handbook must be utilized as a resource in the preparation of environmental documents for projects within two miles of the airport.

5.3 Socioeconomic Impacts

The principal socioeconomic impacts considered within an environmental assessment are associated with relocation or other community disruption which may be caused by the proposal. These impacts are considered negligible for the proposed airport. The proposed airport improvements require no acquisition of any homes, and would not alter existing surface transportation patterns. The proposed project would not divide or disrupt established communities, disrupt orderly, planned development or create an appreciable change in employment. No mitigation measures are necessary.

5.4 Induced Secondary Impacts

By itself, the new Reedley Municipal Airport at its year 2020 level of forecast operation and development would not constitute a "major" facility which induces significant secondary impacts. The airport would continue to facilitate the business, residential, and tourist development of the area. The airport would meet the demand for transportation and recreation from the residents in the area who have aircraft. The airport would also facilitate planned growth in the area which requires the use of airport services, including industry, businesses and tourism. No mitigation measures are necessary.

During the construction period, the airport improvements and other related work would provide construction related employment opportunities. Increased employment due to construction would add to the area's general economy, especially when local residents are employed. Laborers would most likely spend a substantial portion of their wages in the community. In addition, construction materials may be

purchased in the general area, adding to the economic benefit of the region. The induced secondary impacts would be positive and no mitigation measures are required.

5.5 Construction Impacts

5.5.1 Noise

Increases in noise levels during the construction periods would occur as a result of direct construction noise, and construction truck traffic along the haul routes. The noise on-site would result from construction operations. The construction equipment identified as major sources of noise and typical sound levels (dBA) of this equipment at 50 feet are: dump trucks (88), portable air compressors (81), concrete mixer (truck) (85), jackhammer (88), scraper (88), bulldozer (87), paver (89), generator (76), pile driver (101), rock drill (98), pumps (76), pneumatic tools (85), and backhoes (85) (EPA, 1971). The noise impact which is produced at a particular time depends on the work cycle and on the number of equipment units operating. The noise impacts from the on-site operations are not expected to be significant as they will be of short duration and there are no residences or other sensitive receptors in the immediate vicinity of the project site. No mitigation measures are required.

5.5.2 Socio-Economic Impacts

Construction of the proposed airport facility would generate short-term construction employment in the vicinity, providing local employment opportunities. Only beneficial impacts would occur, and no mitigation measures are required. Refer to Section 5.4 above.

5.5.3 Public Services

Construction of the proposed airport facility could have minor, incremental impacts on some public services. Construction activities may increase short-term required road maintenance and cleaning in the vicinity of the airport. Additional amounts of water would be used during construction for dust control. Some additional police night-time checks may also be required.

5.5.4 Grading/Drainage/Water Quality

Construction of the airport improvements may involve filing and grading of portions of the site area. Approximately 2 acres of site area will be graded and/or filled for the runway and taxiway widening, runway stopway, and hangar taxiways. Some fill material will need to be brought to the site. The aggregate base for the runway widening foundation and runway paving material also will be brought to the site.

Existing drainage channels may be interrupted during construction, and new channels will be provided.

There is a potential for water quality impacts due to soil erosion during grading and construction operations. Refer to Section 5.7, Water Quality, for additional discussion and recommended mitigation measures.

5.5.5 Air Quality

Potentially significant local emissions from construction operations would be particulates (PM_{10}) from excavation dust. Earthmoving, hauling, and construction of the runway and taxiway, aprons, roadways, and parking areas would result in localized increases in levels of PM_{10}. Refer to Section 5.6.2, Air Quality, for construction-related mitigation measures.

In addition to generating emissions of CO and NOx from the operation of gasoline and diesel powered equipment, construction would also produce insignificant air pollutant emissions in the forms of hydrocarbons from asphalt coatings. It is not expected that such construction related emissions would be significant at the regional level, nor would they create local violations of air quality standards.

5.5.6 Biotic Communities

The presence of heavy equipment during construction may trample vegetation and wildlife habitat. To mitigate the impact of construction on biotic communities and habitats, the area where heavy equipment is allowed should be limited to areas of construction only. Refer to Section 5.10 for additional discussion.

5.5.7 Energy Supply and Natural Resources

Development of the new airport would entail the use of earthmoving and grading vehicles, electric and pneumatic tools, and various other energy consuming equipment. Additionally, commuting of construction workers and hauling of construction materials would give rise to transportation consumption of energy. No unusual materials, or those in short supply, are required in the construction of this proposed new airport. No mitigation measures are required.

5.6 Air Quality

5.6.1 Airport Operations Impacts

The air pollution emissions from aircraft operations at Reedley Municipal Airport in 2000 and projected aircraft operations in the years 2010 and 2020 were calculated using FAA techniques as prescribed in "Air Quality Procedures for Civilian Airports and Air Force Bases" (FAA Report No. FAA-EE-82-21). Four pollutants were analyzed; they are: carbon monoxide (CO), hydrocarbons (HC), nitrous oxides (NOx), and sulfur oxides (SOx). Refer to Table 5-3 and Appendix 10.6.

As can be seen from the analysis, the predominant air pollutant produced by airport operations is carbon monoxide (CO). The increases due to future operations would be 65.3 pounds/day by 2010 and 124.4 pounds/ day by 2020. It should be pointed out that the improved airport proposed in the Master Plan is not the cause of increased operations at the airport and the resulting increase in air pollutant emissions. Most of these will take place whether or not the proposed improvements take place.

The SJVAPCD general conformity thresholds for pollutants from stationary sources are 25 tons/year for ROG and 25 tons/year for NOx. Table 5-3 indicates that aircraft operations at Reedley Airport will not come close to these thresholds at any time during the 20 year planning period. ROG pollutants will be 2.2 tons/year in 2020 and NOx pollutants will be only 0.3 tons/year. No mitigation measures will be necessary.

The SJVUAPCD thresholds for ozone precursors ROG (reactive organic gases) and NOx (oxides of nitrogen) are 55 lbs/day for each pollutant. Aircraft operations by the year 2020 will produce 12.1 lbs per day of ROG and only 1.9 lbs/day of NOx. No mitigation measures will be required.

Conformity determinations for Federal actions related to transportation plans and programs must be done where emissions caused by a Federal action would equal or exceed 100 tons/yr of CO; 50 tons/yr of ozone (VOCs or NOx) in serious non-attainment areas, or 100 tons/yr of SO_2. The airport would not meet or exceed any of these thresholds. Refer to Table 5-3.

Motor vehicle emission impacts due to the Master Plan implementation will be insignificant due to the small number of additional trips generated by the project. Average daily vehicular traffic is projected to

increase from 350 currently to 475 in the year 2020, an increase of 125 vehicles per day. The peak hour traffic would increase from 39 currently to 52 in the year 2020, an increase of 13. This could result in very slight increases of carbon monoxide concentrations at sensitive receptors along roads and intersections serving the airport. However, these levels could not be measured and would not approach or exceed California State Standards.

Regional Air Quality Impacts

No significant impacts to air quality are expected as a result of project generated vehicular or air traffic; therefore, no mitigation measures are required.

Localized Carbon Monoxide Impacts

No significant impacts to local CO concentrations or local air quality are expected as a result of project traffic; therefore, no mitigation measures are required.

5.6.2 Air Quality Construction Impacts and Mitigation Measures

Construction of the project would have short term air quality impacts. Earthmoving, hauling, and other construction activities would result in localized and temporary increases in the levels of 10 micron particulates (PM_{10}). Specific types of activities include earth-moving and grading for the runway and taxiway widening, apron, and runway stopway. Construction vehicles traveling over unpaved areas will also result in temporary increases in levels of PM_{10}.

Generation of dust particulates could create local impacts. Locally, airborne particulate emissions could temporarily raise PM_{10} concentrations above state ambient standards for PM_{10}, and may result in temporary airborne dust nuisance to nearby sensitive receptors. At the regional scale, PM_{10} emissions from project construction could add to the existing PM_{10} burden.

Construction activities also result in pollutant emissions from the operation of gasoline and diesel-powered equipment. It is expected that these emissions would not be significant at the regional level and would not create local violations of air quality standards.

Table 5-3
Projected Air Pollutant Emissions from Aircraft
Emissions in Pound/Day

	2000	2010	2020	
CO (Carbon Monoxide)				
Totals	352.0	418.3	476.4	(86.9 tons/yr)
Increase over Current	-	65.3	124.4	(22.7 tons/yr)
ROG*(Ozone Precursor)				
Totals	8.8	10.6	12.1	(2.2 tons/yr)
Increase over Current	-	1.8	3.3	(0.55 tons/yr)
NOx (Ozone Precursor)				
Totals	1.3	1.6	1.9	(0.3 tons/yr)
Increase over Current	-	0.3	0.6	(0.1 tons/yr)
SOx				
Totals	0.1	0.1	0.1	(0.0 tons/yr)
Increase over Current	-	0.0	0.0	(0.0 tons/yr)

*ROG calculated from HC emissions: 92% of HC emissions are considered reactive organic gasses.

Construction Mitigation Measures

To mitigate possible impacts from dust raised during construction activities, and to prevent fugitive dust particulates from being transported off site, the provisions of SJVUAPCD's Regulation VIII (Rule 8020) shall be applied. Refer to Table 4-2. The following mitigation measures are recommended for the construction phase of the project:

- During clearing, excavation, grading, and earthmoving: water trucks or sprinkler systems shall be used in sufficient quantities to prevent dust raised from leaving the site.

- After clearing, excavation, grading, and earthmoving are completed, seed and water all unpaved surfaces until grass or appropriate vegetative cover is grown. In other areas, wet the area down, sufficient to form a crust on the surface, with repeated soakings as necessary to maintain the crust and prevent dust pick up by the wind.

- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent raised dust from leaving the site.

    - At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day.
    - Increased water frequency will be required whenever the wind speed exceeds 10 mph. The contractor shall consult with Reedley Municipal Airport for monitoring wind speeds.

- Spray baths, hand washing, or an equivalent effective system of washing construction vehicles upon leaving the site will be implemented to prevent dirt and mud from being transported onto public streets. Site exits should be cleaned, as required.

- All taxiways, and runway areas shall be paved as soon as possible. In addition, building pads should be laid as soon as possible after grading.

- In addition, the SJVUAPCD has suggested the following mitigation measures, where feasible:

    - Limit traffic speeds on unpaved roads at 15 mph.
    - Install wind breaks at windward sides of construction areas.
    - Suspend excavation and grading activity when winds exceed 20 mph.
    - Limit area subject to excavation, grading, and other construction activity at any one time.
    - Ensure all internal combustion engine driven equipment is properly tuned to the manufacturer's specifications.
    - Limit on-site idle time of heavy equipment.
    - Encourage employees to rideshare or carpool to job site to reduce the amount of vehicle traffic to and from the project area.
    - During smog season (May through October), the construction period should be lengthened to minimize the number of vehicles and equipment operating at the same time.
    - When available, natural gas powered or electric equipment shall be utilized in lieu of gasoline and diesel powered engines.

~~5.6.3 Certification~~ *(No longer required)*

~~Pursuant to the requirements of Section 509(b) of the Airport and Airway Improvement Acts of 1982, as amended, the California Air Resources Board may need to certify that there is "reasonable assurance" that the airport facility will be designed, constructed, and operated so as to comply with all applicable air quality standards.~~

5.7 Water Quality

5.7.1 Airport Operations Impacts

Approximately 2 acres of new paved runway stopway and blastpad, runway and taxiway widening, and new hangar taxiways would result in additional impervious surface areas, which would cause an incremental increase in surface water runoff. However, the proposed construction would not significantly increase airport surface water runoff rates. New hangars would result in additional impervious surfaces. Approximately 3 acres of land will be covered with hangars and related paving.

The primary means of potential surface water contamination could be from fuel and oil spills from aircraft and vehicle fueling, washing, and maintenance; the discharge of solutions containing dissolved salts, detergents, oil and grease; and accumulated rubber, oil, grease and hydraulic fluids from parked aircraft and vehicles. The risk from fuel spills on the new runway and associated new taxiway and apron would remain the same as for the existing runway, taxiway system, and is deemed not to be significant.

Operations Mitigations Measure

The following mitigation measures are recommended to minimize the impacts of urban runoff and fuel/petroleum spills on water quality during airport operations.

- Pollutants such as fuels, oil, bitumens, sewage, and other hazardous chemicals and materials should not be discharged into storm drains or drainage channels; nor should they be stored or dumped in any location where they might enter the ground water or airport drainage system.

- A regular runway and apron cleaning program should be implemented to clean the runway/taxiways, apron, airport roadways and parking areas of fuel and oil spills.

- Runoff from all paved aircraft operational areas expected to be subject to fuel/petroleum spillage or drippage should be to a specially constructed oil/water separation basin.

- Pollutants accumulated in local catch basins should be removed through periodic cleaning and maintenance.

- The NPDES current airport water discharge plan shall be revised, if necessary, and shall be followed for all future airport operations to ensure no adverse impacts to water quality due to runoff or fuel spills

5.7.2 Airport Construction Impacts and Mitigation Measures

Construction activities represent a short-term potential for water quality impacts during project construction. The potential for this impact would arise from possible soil erosion. Limited ground or surface water contamination could also result from spillage from on-site fueling and maintenance of construction vehicles. Sources of potential contamination include fuel, waste oil, hydraulic fluids and solvents.

In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting five acres or more must obtain a General Construction Activity Stormwater Permit. Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures. In 1997, EPA proposed revisions to the 1992 general permit to clarify that all construction activity, including

small construction sites that are part of a larger common plan (e.g., sites under five acres), would be eligible for coverage under the revised permit. The State Water Resources Control Board (SWRCB) adopted a revised and updated general permit in August 1999.

Construction Mitigation Measures

The following mitigation measures are recommended to reduce erosion during the construction period and to reduce the contaminant load that would be discharged from the project site following rainstorms.

- Compliance with the NPDES General Permit No. CAS000002 for Discharges of Storm Water Associated With Construction Activity will be required. A Notice of Intent to comply with the permit to the State Water Resources Control Board (SWRCB) and a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared before construction begins.

- Prior to the start of construction, the construction contractor shall submit schedules for accomplishment of temporary and permanent erosion control work, as are applicable for clearing and grubbing, grading, construction, paving, and structures at watercourses, haul roads and borrow pits.

- Earthwork operations should be performed, to the extent possible, during the dry weather season, May to October.

- Graded areas shall not be allowed to remain exposed during the rainy season. All exposed soils shall be mulched and planted with vegetation, or covered, before the start of winter rains.

- Catch basins shall be used to retain sediment within the site area during the construction period. Use of catch basins would reduce the sediment load to receiving waters to insignificant levels. Catch basins and storm lines shall be cleaned at the completion of the project.

- Work shall not be started until the erosion control schedules and methods of operation for the applicable construction have been accepted by the City.

~~5.7.3 Certification~~ *(No longer required)*

~~Pursuant to Section 509(b) of the Airport and Airway Improvement Acts of 1982, as amended, certification may be required from the California Regional Water Quality Control Board, Central Valley Region that there is "reasonable assurance" that the airport facility will be designed, constructed, and operated so as to comply with applicable water quality standards.~~

5.8 Public Lands Department of Transportation Act. Section 4(f)

DOT Act Section 4(f) states that the Secretary shall not approve any project which requires the use of any publicly owned land from public parks, recreation areas, or waterfowl and wildlife refuges. The purpose of reviewing these areas is to determine that park and recreational facilities will not be taken by a proposed project unless no feasible and prudent alternative exists.

The development of Reedley Municipal Airport does not require the use of any publicly owned land from parks, recreation areas, or wildlife refuges. There is no impact in this category. No mitigation measures are required.

9.3 Persons and Organizations Contacted

Baldwin, Adele, Southern Joaquin Valley Information Center, California State University, Bakersfield, Telecon November 2002.

Bates, Karen, California Department of Fish and Game, Telecon December 2002.

Mitchell, Dave, Supervising Air Quality Planner, SJVUAPD, Telecon July 2002.

Brusuelas, Fred, Community Development Director, City of Reedley, Telecon February 2003.

Brletic, David, Community Development Planner, City of Reedley, Telecon February 2003.

Glick, Joel, Community Services Manager, City of Reedley, Telecon February 2003.

Remy, Ray, Chairman Reedley Airport Advisory Committee, Telecon July 2003

10. APPENDICES

10.1 Initial Environmental Study

Environmental Checklist Form

1. **Project title:** Reedley Municipal Airport Master Plan (2020) and First Stage Development

2. **Lead agency name and address:**
City of Reedley
1733 Ninth Street
Reedley, CA 93654

3. **Contact person and phone number:**
Fred Brusuelas
Community Development Director
559-637-4200 Ext. 222

4. **Project location:** Five miles north of City of Reedley, along western side of Frankwood Avenue, between American and Central Avenues

5. **Project sponsor's name and address:**
City of Reedley
1733 Ninth Street
Reedley, CA 93654

6. **General plan designation:** Urban Reserve

7. **Zoning:** UR Urban Reserve

8. **Description of project:**
Master Plan for Reedley Municipal Airport and development of First Phase proposed airport improvements. First Phase projects include runway and taxiway widening and pavement overlay, construction of 240 foot long stopways at each runway end and additional hangars and taxiways.

9. **Surrounding land uses and setting:**
Surrounding uses are primarily agricultural, with orchards to the west and north and vines and almonds to the east. The Great Western School is located immediately to the south of the airport and a distillery to the northwest.

10. **Other public agencies whose approval is required:**
- FAA approval is required (FONSI).
- Certification by RWQCR and Air Resources Board may be necessary.
- NPDES permit may be required.
- Clearance by SHPO and US Dept. of Fish and Wildlife.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
or other land use plan?				
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✚	❐	❐	❐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	❐	❐	❐	✚
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❐	❐	✚	❐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❐	❐	✚	❐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❐	❐	✚	❐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❐	❐	❐	✚
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❐	❐	❐	✚
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❐	❐	❐	✚
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❐	❐	❐	✚

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	✚
Police protection?	☐	☐	☐	✚
Schools?	☐	☐	☐	✚
Parks?	☐	☐	☐	✚
Other public facilities?	☐	☐	☐	✚
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	✚
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	✚
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	✚
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for	☐	☐	☐	✚

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	❒	❒	✚
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❒	❒	❒	✚
e) Result in inadequate emergency access?	❒	❒	❒	✚
f) Result in inadequate parking capacity?	❒	❒	❒	✚
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❒	❒	❒	✚
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❒	❒	❒	✚
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	❒	✚
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	❒	✚
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❒	❒	❒	✚
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?	❒	❒	❒	✚
f) Be served by a landfill with sufficient permitted capacity to accommodate the project=s	❒	❒	❒	✚

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
permitted capacity to accommodate the project=s solid waste disposal needs?				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	❐	❐	❐	✚
XVII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❐	❐	❐	✚
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	❐	❐	❐	✚
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✚	❐	❐	❐

- Final engineering plans shall be reviewed by the City and County Engineers prior to construction.

Soil Erosion Potential
Construction activities present a short term potential for water induced soil erosion.

Mitigation Measures Related to Water Erosion
The following mitigation measures are recommended to reduce erosion during the construction period and to reduce the contaminant load that could be discharged from the project site following rainstorms.

- Earthworks operations should be performed, to the extent possible, during the dry weather season, May to October.

- Prior to the start of construction, the construction contractor shall submit schedules for accomplishment of temporary and permanent erosion control work, as are applicable for clearing and grubbing; grading; construction; paving; and structures at watercourses.

- The contractor shall submit a proposed method of erosion and dust control on haul roads and borrow pits.

- Work shall not be started until the erosion control schedules and methods of operation for the applicable construction has been accepted by the City and County.

- Graded areas should not be allowed to remain undeveloped during the rainy season. All exposed soils shall be mulched and planted with vegetation, or otherwise covered, before the start of winter seasonal rains.

- To mitigate the impact of construction, the area where heavy equipment is allowed should be limited to areas of construction only.

- Catch basins shall be used to retain sediment within the site area during the construction period. Use of catch basins would reduce the sediment load to receiving waters to insignificant levels.

VI. HAZARDS

Existing School is an Incompatible Use

The existing airport is located to the north of Great Western School. The location of this use is in conflict with the Fresno County Comprehensive Land Use Plan (CLUP) and Safety Compatibility Zone Guidelines established by the State of California. The buildings in the eastern portion of the school campus are within the current Inner Approach Safety Zone for Runway 33. The entire school is within the Inner Turning Zone. Such uses are not recommended in the Approach Safety Area or Turning Zone.

The issue of airport/school safety was addressed in 1989 to include an on-site inspection and observation of actual take-offs and landings from the Reedley Municipal Airport. City officials, airport commissioners, school officials and school board members observed numerous airplane take-offs and landings in proximity to the Great Western School. There were no conclusions reached that the aircraft take-offs and landings were causing a hazard. No action, therefore, was taken by the school or city officials.

Agriculture, extensively orchards and vineyards, are the predominant land uses in the airport environs. Numerous residences and other land uses, however, are scattered throughout the area. During the public hearings on the proposed airport acquisition and development in 1972, the airport's proximity to the Great Western School, an elementary school located on the south side of American Avenue, was a major land use compatibility concern. Safety, rather than noise, was the primary issue. Although the site abuts the Great Western School on the south, potentially adverse impacts of the airport are mitigated by: (1) the south end alignment of the runway approximately 2,400 feet from the school; and (2) the flight pattern is away from the school by an established right-hand traffic pattern.

The proposed airport improvements would not have an impact on the school.

XI. NOISE

Minor Increase in Noise Level

The forecast noise levels will be computer modeled using the most current version of the FAA'S Integrated Noise Model (INM) to determine areas of noise impacts. There will be a minor increase in noise levels as traffic at the airport increases over time.

XV. TRANSPORTATION

Minor Increase in Air traffic Levels

The airport will experience a minor increase in air traffic over the 20 year planning period of the Master Plan.

10.2 Notice of Preparation and Responses

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
FAX 637-2139

Notice of Preparation

TO: Alta Irrigation District
Comcast
Federal Aviation Administration
Fresno County Planning & Resource Management Department
Fresno County Airport Land Use Commission
Kings Canyon Unified School District
Office of Historic Preservation
Pacific Gas & Electric Company - Dinuba
Reedley City Engineer
Reedley College
San Joaquin Valley Unified Air Pollution Control District
Southern California Gas Company
State Clearinghouse
State of California Department of Fish and Game
State of California Department of Transportation, Division of Aeronautics
State Regional Water Quality Control Board
U. S. Department of the Interior Fish and Wildlife Service
U. S. Postal Service - Susan Mason, Postmaster
Verizon

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of Reedley will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Fred Brusuelas at the address shown above. We will need the name for a contact person in your agency.

Project Title: Reedley Municipal Airport Master Plan (2020) and First Stage Development
Project Applicant: City of Reedley

Date: April 8, 2003

Signature:
Title: Community Development Director
Telephone: (559) 637-4200, Ext. 222

c: ✓ Stephen Wanat, Wadell Engineering Corp.

03fw086

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
FAX 637-2139

June 3, 2003

Stephen Wanat
Wadell Engineering Corporation
P. O. Box 1819
Burlingame, CA 94011-1819

Dear Mr. Wanat:

Re: Reedley Municipal Airport Master Plan/Notice of Preparation

Enclosed herewith are the responses our office has received to date regarding the "Notice of Preparation of a Draft Environmental Impact Report" for the Reedley Municipal Airport Master Plan (2020) and first stage development. The submittals are as follows:

1.	State of California Governor's Office of Planning and Research State Clearinghouse	April 11, 2003
2.	California Regional Water Quality Control Board	April 17, 2003
3.	Caltrans Fresno/Peter Blied	April 21, 2003
4.	James Hansen	April 26, 2003
5.	Department of Transportation Division of Aeronautics - M.S. #40	April 30, 2003
6.	Fresno County/David Laumer	May 5, 2003
7.	Kings Canyon Unified School District	May 6, 2003
8.	County of Fresno, Department of Public Works and Planning	May 8, 2003
9.	San Joaquin Valley Air Pollution Control District	May 9, 2003
10.	Department of Conservation State of California	May 14, 2003

Please contact me regarding the above referenced material so that we may discuss the process, preparation and scheduling.

Sincerely,

Fred Brusuelas, AICP
Community Development Director

Enclosures

c: Joel Glick, Community Services Director

03fw123

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
Governor

Tal Finney
Interim Director

Notice of Preparation

April 11, 2003

To: Reviewing Agencies

Re: Reedley Municipal Airport Master Plan (2020) and First Stage Development
SCH# 2003041067

Attached for your review and comment is the Notice of Preparation (NOP) for the Reedley Municipal Airport Master Plan (2020) and First Stage Development draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Fred Brusuelas
City of Reedley
1733 Ninth Street
Reedley, CA 93654

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2003041067
Project Title Reedley Municipal Airport Master Plan (2020) and First Stage Development
Lead Agency Reedley, City of

Type NOP Notice of Preparation

Description Master Plan for Reedley Municipal Airport and development of First Phase proposed airport improvements. First Phase projects include runway and taxiway widening and pavement overlay, construction of 240-foot long stopways at each runway end and additional hangars and taxiways.

Lead Agency Contact

Name Fred Brusuelas
Agency City of Reedley
Phone 559.637.4200 ext 222 **Fax**
email
Address 1733 Ninth Street
City Reedley **State** CA **Zip** 93654

Project Location

County Fresno
City Reedley
Region
Cross Streets Frankwood Avenue & American Avenue
Parcel No. 333-180-34
Township 14S **Range** 23E **Section** 32/33/ **Base** MDB&M

Proximity to:

Highways
Airports
Railways
Waterways Kings River
Schools Great Western School
Land Use Municipal airport/UR (Urban Reserve) / Urban Reserve

Project Issues Aesthetic/Visual; Air Quality; Geologic/Seismic; Noise; Toxic/Hazardous

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 4; Native American Heritage Commission; State Lands Commission; Office of Emergency Services; Caltrans, District 6; Caltrans, Division of Aeronautics; California Highway Patrol; Air Resources Board, Airport Projects; Regional Water Quality Control Bd., Region 5 (Fresno)

Date Received 04/11/2003 **Start of Review** 04/11/2003 **End of Review** 05/12/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

I⁻⁻ Dis⁽ ⁻ itio st — Cou...y: Fresno — SCH# ⁄ V U Z 1 ⁄ I

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Suzi Betzler
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [x] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Hans Kreutzberg
- [x] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  Lori Buford
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Health & Welfare

- [ ] **Health & Welfare**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [ ] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [ ] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [x] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [ ] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Independent Commissions

- [ ] **California Energy Commission**
  Environmental Office
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [x] **State Lands Commission**
  Betty Silva
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse Planner

- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Lyn Barnett
- [x] **Office of Emergency Services**
  John Rowden, Manager
- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [ ] **Dept. of Transportation 4**
  Tim Sable
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [x] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Business, Trans & Housing

- [ ] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division
- [x] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [x] **California Highway Patrol**
  Lt. Julie Page
  Office of Special Projects
- [ ] **Dept. of Transportation**
  Ron Helgeson
  Caltrans - Planning
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- [x] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance

- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Mike Falkenstein
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [x] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

California Regional Water Quality Control Board

Central Valley Region

Robert Schneider, Chair

Winston H. Hickox
Secretary for Environmental Protection

Gray Davis
Governor

Fresno Branch Office
Internet Address: http://www.swrcb.ca.gov/~rwqcb5
1685 E Street, Fresno, California 93706
Phone (559) 445-5116 • FAX (559) 445-5910

17 April 2003

Fred Brusuelas
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, REEDLEY MUNICIPAL AIRPORT MASTER PLAN (2020) AND FIRST STAGE DEVELOPMENT PROJECT, SCH# 2003041067, REEDLEY, FRESNO COUNTY

Your request for comments on the Notice of Preparation of a Draft Environmental Impact Report for the Reedley Municipal Airport Master Plan (2020) and First Stage Development Project was received on 14 April 2003. The proposed First Stage projects include widening the existing runway and taxiway, overlaying pavement, and constructing a 240-foot long stopway at the end of each runway and additional hangers and taxiways.

The EIR needs to include a description of all solid and/or liquid waste that might be generated by any of the individual project components in the Airport Master Plan and how it will be handled, treated, and disposed of and consider how storm water drainage may be affected by the proposed project and identify mitigation measures needed to protect water quality.

Any individual project component in the Airport Master Plan where the City is proposing to discharge waste that may affect the quality of waters of the state, may require the City to submit to the Regional Board a Report of Waste Discharge, following which the Regional Board may prescribe waste discharge requirements that will incorporate measures to mitigate potentially significant impacts to water quality and potential public nuisances that are due to the treatment or discharge of waste.

The Standard Industrial Classification (SIC) code for the City airport is 4581 – Airports, Flying Fields, and Airport Terminal Services; therefore, compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000001 for Discharges of Storm Water Associated With Industrial Activities may be required if the City airport has or will have vehicle maintenance shops or fueling, equipment cleaning operations, or airport deicing operations. In order to obtain coverage by the General Permit, the City must submit a Notice of Intent (NOI) to comply with the permit to the State Water Resources Control Board and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared.

Any individual project component of the Airport Master Plan that will disturb one acre or more and potentially result in off-site discharges will require compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated With Construction Activity. Before construction begins, the City must submit a Notice of Intent to comply with the permit, an appropriate fee, and a site map to the SWRCB and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP must contain at a minimum all items listed in Section A of the General Permit including descriptions of measures taken to prevent or eliminate unauthorized non-storm water discharges, and both temporary (e.g., fiber rolls, silt fences, etc.) and permanent (e.g., vegetated swales, riparian buffers, etc.) best management practices (BMPs) that will be implemented to prevent pollutants from discharging with storm water into waters of the United States.

Any individual project component of the Airport Master Plan that will result in the discharge of dredged or fill material into navigable waters or wetlands (jurisdictional waters) may require the City to obtain a permit pursuant to Section 404 of the Clean Water Act from the US Army Corps of Engineers and a Section 401 Water Quality Certification from this office. The Regional Board will review the Section 401 certification application to ensure that discharges will not violate water quality standards. If any project will result in the discharge of dredged or fill material into wetlands that are determined by the Corps to be non-jurisdictional, the City will not be required to obtain a Section 401 Water Quality Certification, but may be required to submit a report of waste discharge if the wetlands are waters of the State. For more information regarding Section 404 permitting, contact the Sacramento District of the Corps of Engineers at (916) 557-5250.

If any individual project component of the Airport Master plan will involve the storage of petroleum products in above ground tanks, with a single tank with a capacity of greater than 660 gallons or a cumulative capacity of greater than 1,320 gallons, the City will be subject to State above ground petroleum tank regulations. The City must file a storage statement with the SWRCB, pay a facility fee, and prepare a federal spill prevention control and countermeasure plan.

Thank you for the opportunity to comment on this Notice of Preparation of a Draft Environmental Impact Report. If you have any questions regarding our comments, please call me at (559) 445-6046.

Lisa Gymer

LISA GYMER
Environmental Scientist

cc: State Clearinghouse, Sacramento

April 21, 2003
1:30 p.m.

Re: Notice of Preparation of a Draft Environmental Impact Report (Reedley Municipal Airport Master Plan (2020) and First Stage Development).

Peter Blied from the Caltrans office in Fresno called today and stated that his office had no comment.

Frances Wiles per Community Development Director Fred Brusuelas

James Hansen
18744 E. American Ave.
Reedley, CA 93654

26 April 2003

Mr. Fred Brusuelas
City of Reedley
1733 Ninth Street
Reedley, CA 93654

Dear Mr. Brusuelus:

I received the corrected page 7 of the Notice of Preparation on 24 April 2003. Have you submitted a corrected page 7 to the parties on the distribution list and on what date did you do so?

I have some comments on the error's in the Notice of Preparation.

Your list of improvements do not list (1) the number of hangers and taxiways to be constructed, and (2) which side the runway and taxiway were to be widened.

The FAA required 225 feet from the runway centerline to a parallel taxiway for airport safety. The current airport only has 150 feet which is substandard. If the expansion of the runways and taxiways were toward each other then this separation distance becomes unsafe. If the runway is widened to the west then the school is additionally impacted. Should that impact be considered? How can this be considered by the agencies addressed without the proper data?

The map (not to scale) that shows the surrounding land uses shows the location of the distillery but not the location of the distilleries water disposal area which has Water Quality Control Board discharge permits.

This same map does shows but does not identify the 40 foot bluffs that runs along the North and West sides of this airport. The location of these bluffs were of concern to the California Aeronautics Division in 1972. After 1972 the city removed the bluffs from the maps they submitted.

The next map shows the private airport layout in 1966 (before the airport was constructed) and is definitely out of date. You submitted a more accurate map to the FAA in November 22, 2002. Why did you not include this map in the Notice of Preparation? Was it because the current runway centerline is closer to the school than the private airport that it replaced. This is a violation of the mitigation in the 1975 EIR which required that the runway ordination be moved 3 degrees farther away from the school for the safety of the children.

This is not the only mitigation that the city has refused to comply with when it comes to safety at this school and the question must be raised "is the school currently being adversely harmed"?

I will list some of the City of Reedley's lack of mitigation that has adversely impacted this school.

1. The runway ordination was to be moved away from this school to establish a 650 foot flight separation to improve safety and prevent aircraft overflights(1975 EIR).

This was not done and because of this the school has aircraft overflights and is under the FAA's inner approach and threshold surface and is in conflict with the Fresno County Comprehensive Land Use Plan and the Safety Compatibility Zone Guideline from the State of California.

2. The Noise Curves prepared for the 1975 EIR utilized no flight operations to or from the direction of the school (south).

You must follow the conditions that were utilized in the preparing the noise curves. That is required mitigation. The City of Reedley has never done this. Because of this the 1975 EIR is void and the data can not be utilized.

3. In 1982 Environmental Assessment for the runway expansion called for a modified flight pattern to protect the children at this school. The noise study for this expansion utilized a flight pattern 650 feet away from the school along with the condition that no training operations were to be held at this airport. The city has never complied with these conditions citing pending litigation despite repeated requests to do. In fact the city just extended the lease of the flight school. These noise curves and all data are unusable.

4. In 1987 the City of Reedley utilized a federal grant to expand this airport. This included the construction of hanger taxiways without preparing any environmental documentation for these taxiways and the hangers constructed on them.

I must note that there are currently 4 hangers constructed in a FAA Airport Safety zone the prohibits hangers for airport safety. If the correct environmental had been prepared then there would not have been a problem.

5.. When the city relocated the rotary beacon in the 1980's they agreed in writing to make sure that the ground flash from this beacon would not impact the home at 18744 E. American. The beacon was adjusted so that the ground flash was minor but after pilots complained that they have a hard time seeing the beacon from the air the beacon has been repeatedly been adjusted so that the ground flash became excessive. A willful non mitigation with a significant impact

6. In the 1990's a BMX course was developed next to and upwind of this school. In order to obtain approval from the Air Pollution Control District the city agreed in writing that all parking facilities were to be constructed of grass or irrigated gravel to control the dust problems that would arise for the school. The city then approved a parking facility utilizing materials that had been prohibited by the Air Pollution District which resulted in a dust problem for the school. A dust problem which the city has repeatedly refused to control.

7. You statement (on page 17) that the impacts of the airport upon the school was mitigated in 1975 by "(1) the south end alignment of the runway approximately 2,400 feet from the school: and (2) the flight pattern is away from the school by an established right-hand traffic pattern" is incorrect.

The runway threshold is currently is only 1700 feet away from this school not 2400. Threshold was never 2400 feet.

As for the school being protected by the right-hand traffic pattern one has to only look at the accident impact data from the State Safety Compatibility Zone Guidelines for airports of this size with the same protective flight pattern to see that this school is buried under aircraft accident impacts. Impacts that resulted in funerals.

8 The State Safety Compatibility Zone Guidelines calls for normal airport operations (no high concentrations of persons) within 500 feet of the runway centerline. The City of Reedley in May 2003, is allowing model aircraft races with the persons, booths, and spectators inside this zone. A violation of the guidelines. During the previous years races model aircraft crashed through out this zone and one crashed into the front yard of a home across the road. A distance over 700 feet from where the races were to be held.

This last act shows the City of Reedley's commitment to safety. The question is not if the proposed airport improvements would have an impact upon the school but if the City of Reedley's repeated actions from 1975 of non compliance with the agreed environmental and safety mitigation is currently adversely impacting this school.

The answer is yes. If you were not there would not be any conflict with the FAA, the Fresno County Comprehensive Land Use Plan and the State Safety Compatibility Zone Guidelines. That is the reason why an airport could not now or in 1975 be built this close to a school or a school built this close to an airport. Remember if the City of Reedley had built the airport approved in the 1975 EIR these conflicts would not now exist.

As for the contention that there will be a minor increase in air traffic over the next 20 years the Reedley City Airport Commissioners at their monthly meetings are discussing proposals for two new city hangers along with 3 to 4 private hangers. That is a doubling of the current hangers and aircraft.

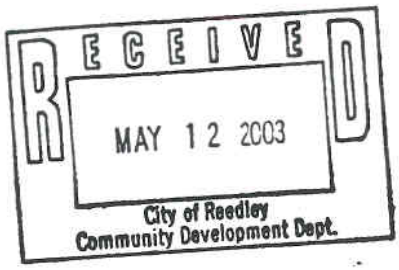
Is this why the airport would need a 240 foot stopway at both ends of the current 3300 foot runway. That is 16% of the length of the current runway. This stopway would not be needed by currently based aircraft that can stop on the exist runway. No aircraft currently using this facility has never needed these stopways. But the larger Group 2 Aircraft would need this stopway. These Group 2 aircraft were part of a recent FAA grant application by the City of Reedley. Is that the reason the proposed city hangers are being designed for larger aircraft than the current hangers?

Yours

James Hansen

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531

Flex your power!
Be energy efficient!



April 30, 2003

Mr. Fred Brusuelas
City of Reedley
1733 Ninth Street
Reedley, CA 93654

Dear Mr. Brusuelas:

Re: *City of Reedley's Notice of Preparation (NOP) of a Draft Environmental Impact Report(EIR)- Reedley Municipal Airport Master Plan (2020) / First Stage Development; SCH# 2003041067*

The California Department of Transportation, Division of Aeronautics ("Department"), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The following comments are offered for your consideration.

The City of Reedley is proposing to update the Reedley Municipal Airport Master Plan. Phase I projects include runway and taxiway widening and pavement overlay, construction of 240 foot long stopways at each end of the runway and additional hangars and taxiways.

Although the proposal does not appear to require an amendment to the current State Airport Permit issued by the Division of Aeronautics, we are interested in the airport master planning process and request copies of all airport master plan documents. The proposal must also be coordinated with the Fresno County Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA) to ensure the plan meets FAA airport design standards. The Reedley Municipal Airport Layout Plan will need to be updated The Draft EIR should address potential project-related airport noise and safety impacts on the surrounding community.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the DEIR. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse, Reedley Municipal Airport, Fresno County ALUC

Brusuelas, Fred

From: Laumer, David [DLaumer@fresno.ca.gov]
Sent: Monday, May 05, 2003 12:04 PM
To: 'fred.brusuelas@reedley.com'
Cc: Rodriguez, David F.; Jimenez, Bernard; Acosta, Theresa
Subject: NOP-Reedley Municipal Airport Master Plan 2020

(Preliminary comments (below) are offered in relation to the routing materials provided. Additional or modified comments may be forthcoming based upon a future review of the additional materials you will be mailing
today.)

An EIR on a project within two nautical miles of a public use airport or within the purview of an airport Comprehensive Land Use Plan (CLUP) must rely on the California Department of Transportation Division of Aeronautics
handbook for technical assistance related to safety and noise. For further
information go to:
http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html

The imaginary surfaces associated with your airport will be impacted by runway expansion. Unless the old plan was adopted with these improvements
in mind, some sort of plan amendment should be routed to the ALUC for consideration and comment prior to adoption of your Reedley Municipal Airport Master Plan 2020.

Since the new CalTrans ALUC Handbook contains new geometry for FAR Part 77
imaginary safety surfaces that is to be reflected in any amendment to your
plan, a proposed amendment or new environs plan should reflect these new geometries.

Let me know if I can be of further service.

David "Bud" Laumer
Planning & Resource Analyst
Staff to the Airport Land Use Commission

Phone 559-262-4196
Fax 559-262-4166

Kings Canyon Unified School District
675 West Manning Avenue
Reedley California 93654
(559) 637-1210 x1213 Fax 637-1186 Rod@kc-usd.k12.ca.us

May 6, 2003

City of Reedley
Fred Brusuelas, Community Development Director
1733 Ninth Street
Reedley CA 93654

Reedley Municipal Airport Master Plan Comments

Dear Fred:

First the Kings Canyon Unified School District would like to request that any letters from the District be included in your California Environmental Quality Assessment documents. The District supports the need for a full Environmental Impact Report on the Airport Upgrade.

The District is the first level of protection for the children of Kings Canyon Unified. The District is opposed to any changes that would increase the use of the Reedley Municipal Airport. The current situation, with a school located at the end of an airport runway, is inappropriate by current laws and common sense when it comes to risk to students.

Any expansion of the facilities that would encourage more planes or larger planes would increase the risk to the children attending Great Western School. Buses that load and unload students are in the landing and takeoff pattern of the airport. Larger planes traveling from the Las Vegas, Phoenix, and Southern California to Fresno that experience mechanical problems will be more likely directed to Reedley Municipal Airport if the runways are lengthened and widened.

Airplane accidents do not occur just in the landing and takeoff flight corridors, but they do occur more frequently in proximity to an airport. If the planes are having mechanical problems were able to control their flight they would land safely on a runway, and by definition planes that are experiencing mechanical problems cannot control absolutely where they touch down. The District is opposed to any actions that increase the risk of Kings Canyon's students.

Sincerely,

Rod Frese

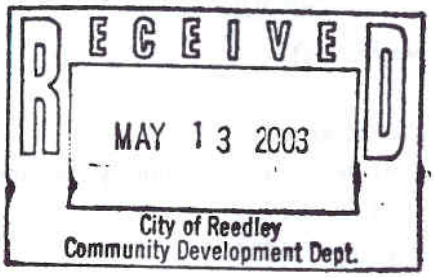
Rod Frese, Ph.D.
Assistant Superintendent

County of Fresno

Department of Public Works and Planning
Richard L. Brogan
Director

May 8, 2003

VIA FAX: (559) 637-2139



Mr. Fred Brusuelas
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654

Dear Mr. Brusuelas:

SUBJECT: Notice of Preparation – Reedley Municipal Airport Master Plan (2020) and First Stage Development

The above-referenced project was circulated for review within the Fresno County Department of Public Works and Planning. County Staff offers the following comments:

Airport Land Use Commission

An EIR on a project within two nautical miles of a public use airport or within the purview of an airport Comprehensive Land Use Plan (CLUP) must rely on the California Department of Transportation Division of Aeronautics handbook for technical assistance related to safety and noise. For further information go to: http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html

The imaginary surfaces associated with your airport will be impacted by runway expansion. Unless the old plan was adopted with these improvements in mind, some sort of plan amendment should be routed to the ALUC for consideration and comment prior to adoption of your Reedley Municipal Airport Master Plan 2020.

Since the new CalTrans ALUC Handbook contains new geometry for FAR Part 77 imaginary safety surfaces that is to be reflected in any amendment to your plan, a proposed amendment or new environs plan should reflect these new geometrics.

Public Utilities Code Section below provided for your use:

21675. (a) Each commission shall formulate a comprehensive land use plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the commission may develop height restrictions on buildings, specify use of land, and, determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

If you have any questions regarding this comment, please contact Mr. David Laumer, Liaison to the Airport Land Use Commission at (559) 262-4196.

In closing, thank you for providing the opportunity to comment on the Notice of Preparation. If you have any questions regarding information in this letter, please contact me at (559) 262-4320.

Sincerely,

M. Theresa Acosta-Mena, Planning & Resource Analyst
Development Services Division

TAM:dl
G:\4360Devs&Pln\EA\Outside Agency Rev\Reponse letter NOP Cof Reedley Airport mastr Plan.doc

San Joaquin Valley
Air Pollution Control District

May 9, 2003

20030049

Fred Brusuelas
Community Development Department
1733 Ninth Street
Reedley CA 93654

Subject: Notice of Preparation of a Draft Environmental Impact Report
Reedley Municipal Airport Master Plan (2020) and First Stage Development

Dear Mr. Brusuelas:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The entire San Joaquin Valley is non-attainment for ozone and fine particulate matter (PM10). Although this project alone would not generate significant air emissions, the increase in emissions from this project, and others like it, cumulatively reduce the air quality in the San Joaquin Valley. The project would make it more difficult to meet mandated emission reductions and air quality standards. A concerted effort should be made to reduce project-related emissions as outlined below:

The construction phase of this project will be subject to certain aspects of District Regulation VIII. District Regulation VIII - Fugitive Dust Rules is a series of rules designed to reduce PM10 emissions generated by human activity, including construction, road construction, bulk materials storage, landfill operations, etc. An assistance bulletin has been enclosed for the applicant. Current District rules can be found at http://www.valleyair.org/rules/1ruleslist.htm.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Mr. Hector Guerra at 230-6000.

Sincerely,

Chrystal Meier

Chrystal L. Meier
CEQA Commenter
Central Region

Hector R. Guerra

Hector R. Guerra
Senior Air Quality Planner

Enclosure

David L. Crow
Executive Director/Air Pollution Control Officer

Northern Region Office
4230 Kiernan Avenue, Suite 130
Modesto, CA 95356-9322
(209) 557-6400 • FAX (209) 557-6475

Central Region Office
1990 East Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-6000 • FAX (559) 230-6061

Southern Region Office
2700 M Street, Suite 275
Bakersfield, CA 93301-2373
(661) 326-6900 • FAX (661) 326-6985

www.valleyair.org

San Joaquin Valley
Air Pollution Control District

COMPLIANCE ASSISTANCE BULLETIN

September 2002

(Update from June 2002)

Fugitive Dust Control at Construction Sites

Regulation VIII, Fugitive PM10 Prohibitions, of the District's Rules and Regulations regulates activities that generate fugitive dust. Fugitive dust is emitted to the air from open ground or caused by activities such as excavation, transporting bulk materials, or travel on unpaved surfaces. "PM10" is a term applied to small sized particulate matter - microscopic dust particles - in the air. The San Joaquin Valley currently exceeds the air quality standards for particulate matter. It is for this reason that the District adopted Regulation VIII in 1993. Significant amendments to Regulation VIII were adopted in 2001 and became effective May 15, 2002. The following dust control and administrative requirements are applicable at construction sites:

Visible Dust Emissions (VDE). Visible dust emissions may not exceed 20% opacity during periods when soil is being disturbed by equipment or wind at any time. Dust control may be achieved by means of applying water before and during earth work and on traffic areas, phasing work to limit dust, and setting up wind fences to limit wind blown dust. VDE opacity of 20% means the amount of dust that would obstruct the view of an object by 20%.

Soil stabilization. Soil stabilization is required at any construction site after normal working hours and on weekends and holidays. This requirement also applies to inactive construction areas such as phased projects where disturbed land is left unattended. Applying water to form a visible crust on the soil is an effective method for stabilizing a disturbed surface area. Long-term methods include applying dust suppressants or establishing vegetative cover. Restricting vehicle access from the area will help to maintain a stabilized surface. Information regarding stabilization standards and test methods are in Rule 8011 – *General Requirements*.

Carryout and Trackout. These requirements are found in Rule 8041 – *Carryout and Trackout*. Carryout and trackout are materials adhered to vehicle tires and transport vehicles carried from a construction site and deposited onto a paved public road. Should carryout and trackout occur, it must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The recommended clean-up methods include manually sweeping, sufficiently wetting the area prior to mechanical sweeping to limit VDE or using a PM10-efficient street sweeper. A blower device, or dry sweeping with any mechanical device other than a PM10-efficient street sweeper is prohibited.

Northern Region Office
4230 Kiernan Avenue, Suite 130
Modesto, CA 95356-9321
(209) 557-6400 ♦ FAX (209) 557-6475

Central Region Office
1990 East Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-6000 ♦ FAX (559) 230-6062

Southern Region Office
2700 "M" Street, Suite 275
Bakersfield, CA 93301-2370
(661) 326-6900 ♦ FAX (661) 326-6985

Access and Haul Roads. Dust control is required on all unpaved access and haul roads, and unpaved vehicle and equipment traffic areas at construction sites, per Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Storage Piles and Bulk Materials. The handling, storage, and transportation requirements for bulk materials are found in Rule 8031 – *Bulk Materials.* These requirements include: applying water as materials are handled, stabilizing or covering stored materials, and installing wind barriers to limit VDE. Limiting vehicle speed, loading haul trucks with a freeboard six inches or greater, covering haul trucks, or applying water to the top of the load are options for reducing VDE from vehicle transportation of bulk materials.

Demolition. Wetting of the exterior of a building to be demolished is required. Demolition debris and the area around the demolition must also be controlled to limit VDE. Cleaning up carryout and trackout must be completed according to Rule 8041. Demolition activities are also subject to the District's asbestos rule, Rule 4002 – *National Emission Standards for Hazardous Air Pollutants.*

Dust Control Plans. For large construction projects, Rule 8021 requires the owner or contractor to submit a Dust Control Plan to the District for approval at least 30 days prior to commencing construction activities. This requirement applies to projects that include 40 or more acres of disturbed surface area or will involve moving more than 2,500 cubic yards per day of material on at least three days during the project.

Record keeping. All sites subject to the regulation that employ dust control measures must keep records for each day any dust controls are used. The District has developed record keeping forms for water application, street sweeping, and for "permanent" controls such as applying long term dust palliatives, vegetation, ground cover materials, paving, or other durable materials. Pursuant to Rule 8011, records must be kept for one year after the end of dust generating activities.

Exemptions. Activities in areas above 3,000 feet elevation are exempt from all Regulation VIII requirements. The following exemptions in Rule 8021 apply to construction activities:

- Blasting activities
- Maintenance and remodeling of existing buildings if the addition is less than 50% of the size of the existing building or 10,000 square feet. These activities, however, are subject to the District's asbestos rule, Rule 4002.
- Additions to single family dwellings
- Mowing, disking or other weed control on sites less than ½ acre.

Nuisance. Whether or not the construction activity is exempt from the Regulation VIII requirements, any activity that creates fugitive dust must not cause a nuisance, per Rule 4102 - *Nuisance.* Therefore, it is important to monitor the dust generating activities and, if necessary, plan for and implement the appropriate dust control measures to limit the public's exposure to fugitive dust.

This is a basic summary of Regulation VIII as it applies to the construction industry. For more information contact the Compliance Division of the District office nearest to you.

conservation, please contact Bob Blanford at 801 K Street, MS 13-71, Sacramento, California 95814; or, phone (916) 327-2145.

Sincerely,

Erik Vink
Assistant Director

10.3 Natural Diversity Data Base Report
California Department of Fish and Game

Full Condensed Report - Multiple Records per Page

Wahtoke

AMBYSTOMA CALIFORNIENSE
CALIFORNIA TIGER SALAMANDER
Element Code: AAAAA01147

List Status	NDDB Element Ranks	Other Lists
Federal: Endangered	Global: G2G3	CDFG Status: SC
State: None	State: S2S3	

Habitat Associations
General: FEDERAL LISTING REFERS TO POPULATIONS IN SANTA BARBARA AND SONOMA COUNTIES ONLY.
Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING

Occurrence No. 221 Map Index:25586
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: SHAFFER, H. ET AL 1993 (LIT)
Quad Summary: WAHTOKE (3611964/356B)
County Summary: FRESNO
SNA Summary:
Location: ALONG THE NORTH SIDE OF HWY 180, 7.7 MILES WEST HWY 63, AT THE BASE OF JESSE MORROW MOUNTAIN.

Dates Last Seen
Element: 1991-04-17
Site: 1991-04-17

Lat/Long: 36°43'18" / 119°23'44"
UTM: Zone-11 N4066462 E286060
Precision: NON-SPECIFIC
Symbol Type: POINT
Radius: 1/5 mile

Township: 14S
Range: 24E
Section: 07 Qtr SE
Meridian: M
Elevation: 500 ft

Comments
Distribution: CTS FOUND 500 FEET NORTH OF HWY 180.
Ecological:
Threat:
General: SHAFFER SITE #124. CTS PRESENT ON 17 APRIL 1991; NUMBER AND LIFESTAGE UNKNOWN.
Owner/Manager: UNKNOWN

California Department of Fish and Game
Natural Diversity Data Base

Full Condensed Report - Multiple Records per Page

Wahtoke

CLEMMYS MARMORATA
WESTERN POND TURTLE
Element Code: ARAAD02030

List Status	NDDB Element Ranks	Other Lists
Federal: None	Global: G3G4	CDFG Status: SC
State: None	State: S3	

Habitat Associations
General: A THOROUGHLY AQUATIC TURTLE OF PONDS, MARSHES, RIVERS, STREAMS & IRRIGATION DITCHES WITH AQUATIC VEGETATION.
Micro: NEED BASKING SITES AND SUITABLE (SANDY BANKS OR GRASSY OPEN FIELDS) UPLAND HABITAT FOR EGG-LAYING.

Occurrence No. 24 Map Index:32783
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown
Main Source: HOLLAND, D. 1988 (PERS)
Quad Summary: ORANGE COVE NORTH (3611963/356A)*, WAHTOKE (3611964/356B), PINE FLAT DAM (3611973/377D)
County Summary: FRESNO
SNA Summary:
Location: WAHTOKE CREEK, CLARKS VALLEY, NORTH OF HIGHWAY 180; NORTHWEST OF KAKTUS KORNER.

Dates Last Seen
Element: XXXX-XX-XX
Site: XXXX-XX-XX

Lat/Long: 36°44'06" / 119°22'22"
UTM: Zone-11 N4067912 E288120
Precision: SPECIFIC
Symbol Type: POLYGON
Area: 172.5 ac

Township: 14S
Range: 24E
Section: 04 Qtr XX
Meridian: M
Elevation: 500 ft

Comments
Distribution:
Ecological:
Threat:
General: COLLECTION MADE BY R.W. HANSEN. DATE AND NUMBER OF SPECIMENS OBSERVED UNKNOWN.
Owner/Manager: UNKNOWN

PSEUDOBAHIA PEIRSONII
SAN JOAQUIN ADOBE SUNBURST
Element Code: PDAST7P030

List Status	NDDB Element Ranks	Other Lists
Federal: Threatened	Global: G2	CNPS List: 1B
State: Endangered	State: S2.1	R-E-D Code: 2-3-3

Habitat Associations
General: VALLEY AND FOOTHILL GRASSLAND, CISMONTANE WOODLAND.
Micro: GRASSY VALLEY FLOORS AND ROLLING FOOTHILLS IN HEAVY CLAY SOIL. 85-800M.

Occurrence No. 14 Map Index:15367
Occ Rank: Fair
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Decreasing
Main Source: STEBBINS, J. 1991 (LIT)
Quad Summary: WAHTOKE (3611964/356B)
County Summary: FRESNO
SNA Summary:
Location: HWY 180 AT SADDLE BETW JESSE MORROW MTN & CAMPBELL MTN BETW FRIANT-KERN & ALTA-MAIN CANALS

—Dates Last Seen—
Element: 1990-03-27
Site: 1990-03-27

Lat/Long: 36°43'01" / 119°25'50"
UTM: Zone-11 N4066017 E282906
Precision: SPECIFIC
Symbol Type: POLYGON
Area: 13.9 ac

Township: 14S
Range: 23E
Section: 14 Qtr NE
Meridian: M
Elevation: 440 ft

Comments
Distribution: WITHIN THE EAST 1/2 OF THE NE 1/4 OF SECTION 14 ON BOTH SIDES OF HWY 180.
Ecological: ON PORTERVILLE CLAY SOILS. HEAVILY DISTURBED NON-NATIVE GRASSLAND IS DOMINATED BY AVENA FATUA, BRASSICA KABER, SILYBUM MARIANUM, AMSINCKIA INTERMEDIA, ERODIUM CICUTARIUM, AND MATRICARIA MATRICARIOIDES
Threat: N SIDE OF HWY MOWED/DISCED; GRAZING, MOWING, SPRAYING; POTENTIAL AG CONVERSION AND ROAD WIDENING ALSO THREATEN.
General: 400 PLANTS SEEN IN 1986, 150 PLANTS SEEN IN 1987, IN 1990 TOTAL OF 650 PLANTS SEEN IN 2 POPULATIONS. AREA OF FORMER VALLEY GRASSLAND, NOW AGRICULTURE AND GRAZING. CLAY REMOVAL FOR CONSTRUCTION MAY ALSO BE A THREAT.
Owner/Manager: PVT

California Department of Fish and Game
Natural Diversity Data Base

Full Condensed Report - Multiple Records per Page

Wahtoke

ORCUTTIA INAEQUALIS
SAN JOAQUIN VALLEY ORCUTT GRASS
Element Code: PMPOA4G060

List Status	NDDB Element Ranks	Other Lists
Federal: Threatened	Global: G2	CNPS List: 1B
State: Endangered	State: S2.1	R-E-D Code: 2-3-3

Habitat Associations
General: VERNAL POOLS. ENDEMIC TO THE SAN JOAQUIN VALLEY.
Micro: 30-755M.

Occurrence No. 20 Map Index:15439
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown
Main Source: HOOVER, R. #1273 UC (HERB)
Quad Summary: WAHTOKE (3611964/356B)*, ORANGE COVE NORTH (3611963/356A)
County Summary: FRESNO
SNA Summary:
Location: 3 MI W OF ORANGE COVE.

—Dates Last Seen—
Element: 1936-XX-XX
Site: 1987-06-01

Lat/Long: 36°37'47" / 119°22'34"
UTM: Zone-11 N4056225 E287539
Precision: NON-SPECIFIC
Symbol Type: POINT
Radius: 1/5 mile

Township: 15S
Range: 24E
Section: 17 Qtr NE
Meridian: M
Elevation: 380 ft

Comments
Distribution:
Ecological:
Threat:
General: STEBBINS SEARCHED THIS AREA FOR SEVERAL MILES BOTH WEST & SOUTHWEST OF ORANGE COVE. CURRENT LAND USE IS ENTIRELY AGRICULTURAL. THE MOST LIKELY SITE FOR HOOVER'S COLLECTION WAS THE LARGE DEPRESSION JUST SW OF THE INTERSECTION OF ADAMS AVE.
Owner/Manager: UNKNOWN

10.4 AE Zoning District Provisions

SECTION 816
"AE" EXCLUSIVE AGRICULTURAL DISTRICT

The "AE" District is intended to be an exclusive district for agriculture and for those uses which are necessary and an integral part of the agricultural operation. This district is intended to protect the general welfare of the agricultural community from encroachments of non-related agricultural uses which by their nature would be injurious to the physical and economic well-being of the agricultural district.

The "AE" District shall be accompanied by an acreage designation which establishes the minimum size lot that may be created within the District. Acreage designations of 640, 320, 160, 80, 40, 20, 5 are provided for this purpose. Parcel size regulation is deemed necessary to carry out the intent of this District.
(Amended by Ord. 490.38 adopted 11-21-67)

SECTION 816.1 - USES PERMITTED

The following uses shall be permitted in the "AE" Districts, except as otherwise provided in Subsection K of Section 816.2 for Interstate Interchange Impact Areas. All uses shall be subject to the Property Development Standards in Section 816.5
(Amended by Ord. 490.95 adopted 11-27-73; Ord. 490.174 re-adopted 5-8-79)

A. The maintaining, breeding, and raising of livestock of all kinds, except as provided in Sections 816.2 and 816.3.
(Amended by Ord. 490.117 adopted 10-5-76; Ord. T-038-306 adopted 5-22-90)

B. The maintaining, breeding, and raising of poultry of all kinds, subject to the provisions of Section 868.
(Added by Ord. T-038-306 adopted 5-22-90)

C. The raising of tree, vine, field, forage, and other plant life crops of all kinds, except mushroom growing.

D. One family dwellings and accessory buildings and farm buildings of all kinds, when located upon farms and occupied or used by the owner, farm tenant or other persons employed thereon or the non-paying guests thereof; provided, however, that a residence once constructed and used for one of the foregoing uses, and no longer required for such use shall acquire a nonconforming status and may be rented for residential purposes without restriction.

E. Home Occupations, Class I, subject to the provisions of Section 855-N.
(Amended by Ord. T-288 adopted 2-25-86)

A. All manufacturing, service, and commercial uses not specifically permitted in Sections 816.1, 816.2, 816.3, 860, and 867.
(Amended by Ord. 490.60 adopted 4-28-70; amended by Ord. T-034-297 adopted 9-20-88)

B. Advertising structures, except freestanding signs for produce stands.
(Amended by Ord. 490.202 adopted 5-20-80)

C. Art, craft, music, or dancing schools or businesses, professional or trade schools or colleges.

D. Columbaria, crematoriums, and mausoleums.
(Amended by Ord. 490.117 adopted 10-5-76)

E. Residential subdivisions.

F. Truck yards, terminals or facilities unless devoted exclusively to the transportation of agricultural products, supplies and equipment.

G. Sawmills, pulp mills, and similar establishments for the processing of logs, wood, and lumber.

H. Any use that utilizes coal, coke, or other coal-based fuel as an industrial fuel source, excluding blacksmith shops.
(Amended by Ord. T-039-307 adopted 2-26-91)

SECTION 816.5 - PROPERTY DEVELOPMENT STANDARDS

The following property development standards and those in Section 855 shall apply to all land and structures in the "AE" District. For additional lot exceptions in the Sierra-North and Sierra-South Regional Plan areas, see Section 855-A.

A. LOT AREA

1. Each lot shall have a minimum acreage as indicated by the district acreage designation. However, for the purpose of complying with minimum lot area requirements, sections of land containing less than 640 acres shall be deemed to be equivalent to 640 acres. Parcels resulting from the division of sections with less than 640 acres into units of 1/2, 1/4, 1/8, 1/16, or 1/32 of said section shall also be deemed to be equivalent to the corresponding and respective lot areas required by the acreage designations (320, 160, 80, 40, or 20) of the AE District. The acreage shall be measured from the center of any abutting roadway, stream, railroad, or other public right-of-way that serve as a boundary line.
(Amended by Ord. T-248 adopted 9-16-80)

2. The creation of homesites less than the minimum acreage indicated by the District acreage designation, but not greater than 2.5 gross acres (5 gross acres in the Sierra-North and Sierra-South Regional Plan areas designated Eastside Rangeland) may be permitted in the Exclusive Agricultural Zone District, excluding the AE-5 Zone District, subject to the following criteria: (Amended by Ord. 490.172 adopted 4-24-79)

   a. The minimum lot size shall be 60,000 square feet of gross area (two (2) acres in the Sierra-North and Sierra-South Regional Plan areas) as measured from the center of any abutting roadway, stream, railroad, or other public right-of-way forming a boundary line, except that a lesser area shall be permitted when the owner submits evidence satisfactory to the Health Officer that the soils meet the California Regional Water Quality Control Board guidelines for liquid waste disposal, but in no event shall the lot be less than one (1) gross acre; and

   b. One of the following conditions exist:

      (1) The lot is to be created by the conveyance of a security instrument to finance a single family residence to be occupied by the owner thereof where the existing lot before division is not less than twenty (20) gross acres; that said lot, together with the remaining acreage, shall not be separately conveyed or devised without meeting the district acreage designation, except for the purpose aforesaid, unless such division occurs by judicial foreclosure, trustee's sale or other legal proceedings which discharge the lien of the security instrument.
      (Amended by Ord. 490.132 adopted 5-25-77; amended by Ord. T-067-338 adopted 6-26-01)

      (2) The lot or lots to be created are intended as a conveyance or devise exclusively for use by a person related to the owner by adoption, blood, or marriage within the second degree of consanguinity and only for persons involved in the farming operation; the existing lot before division contains a minimum of twenty (20) gross acres; there is only one (1) lot per related person, or per related married couple, and there is no more than one lot per each twenty (20) gross acres, or
      (Amended by Ord. 490.132 adopted 5-24-77; amended by Ord. T-067-338 adopted 6-26-01)

      (3) Outside of the Sierra-North and Sierra-South Regional Plan areas, the present owner owned the property prior to adoption of the Exclusive Agricultural Zone District and wishes to retain his homesite and sell the remaining acreage for agricultural purposes where the remaining acreage is not less than fifteen (15) acres, or
      (Amended by Ord. 490.132 adopted 5-24-77)

(4) Outside of the Sierra-North and Sierra-South Regional Plan areas, a homesite is to be retained from an existing lot of less than fifteen (15) acres with the remaining acreage to be added to an abutting lot, which with the addition will have a total lot size of at least fifteen (15) acres, and is to be used for agricultural purposes, or

(5) The lot to be created is intended as a life estate.

(6) In the Sierra-North and Sierra-South Regional Plan areas the present owner owned the property at the time of Plan adoption (May 4, 1982, for Sierra-North, September 25, 1984 for Sierra-South), and wishes to retain his homesite and sell the remaining acreage for agricultural purposes where the acreage exceeded 15 acres.

c. Each homesite created pursuant to Section 816.5-A.2b(2)(3)(4) and (6) shall be subject to execution of a Declaration of Intent and Acknowledgement of Penalty for Unlawful Conveyance.
(Added by Ord. T-067-338 adopted 6-26-01)

d. Creation of homesites listed above excepting those for financing purposes or life estates shall not be permitted in addition to the divisions permitted pursuant to Section 855A-5.c. and 855A-6.b.
(Sec. 816.5-A.2 added by Ord. 490.117 adopted 10-5-76; amended by Ord. T-265 adopted 11-16-82; Ord. T-025-281 adopted 6-25-85; Ord. T-067-338 adopted 6-26-01)

3. The creation of lots less than the minimum parcel size of the zone district, but not less than five (5) acres, may be considered as a part of the Conditional Use Permit for off-site rock, sand, and gravel trucking operations.
(Amended by Ord. 490.198 adopted 4-21-80; Ord. No. T-033-299 adopted 6-7-88; and Ord. T-067-338 adopted 6-26-01)

4. All parcels approved for creation through the former Agricultural Assessment process shall be deemed conforming and all legally created parcels shall not merge.
(Added by Ord. T-275 adopted 4-24-84)

5. Despite any other provision of this Division, all parcels not in compliance with 816.5-A.2b shown on map applications accepted for processing prior to the effective date of this provision (August 1, 2001), shall upon subsequent recordation of the map and/or certificate be deemed conforming.
(Added by Ord. T-067-338 adopted 6-26-01)

B. LOT DIMENSIONS

1. No requirements for lots greater than five (5) acres in size or parcels created for financing purposes. The provisions of the "RR" District, Section 820.5B, shall apply for all lots less than five (5) acres in size. Public road frontage shall not be required for lots created by Subsection A.2.b.(3), (4), and (5) of this Section from an existing landlocked parcel.
(Amended by Ord. 490.117 adopted 10-5-76; Ord. T-011-265 adopted 11-16-82)

2. The ratio of lot depth to lot width shall not exceed four (4) to one (1) for lots created by Section 816.5-A.3.
(Added by Ord. 490.172 re-adopted 4-24-79)

C. POPULATION DENSITY

1. Not more than one (1) residence may be constructed or placed upon a parcel of land which is less than five (5) acres in size in the AE-5 District, less than twenty (20) acres in size in the AE-20 District, and less than forty (40) acres in size in the AE-40 District through the AE-640 District, except that one of the following may be permitted:
(Added by Ord. T-067-338 adopted 6-26-01)

   a. A temporary mobilehome, subject to the provisions of Section 816.2.

   b. A second dwelling unit, subject to the provisions of Section 816.2.
   (Amended by Ord. T-269 adopted 5-24-83)

   c. Residential uses subject to the provisions of Section 867.
   (Added by Ord. T-034-297 adopted 9-20-88).

2. Not more than one (1) additional residence may be constructed or placed upon a parcel of land for each five (5) acres in excess of five (5) acres in the AE-5 District, each twenty (20) acres in excess of twenty (20) acres in the AE-20 District, and each forty (40) acres in excess of forty (40) acres in the AE-40 through the AE-640 District.
(Added by Ord. T-067-338 adopted 6-26-01)

3. Each homesite created pursuant to Section 816.5-A.2b (2) shall reduce by one (1) the number of residential units otherwise authorized on the remainder parcel created from the original parcel. The remainder parcel shall be entitled to no less than one residential unit.
(Added by Ord. T-067-338 adopted 6-26-01)

4. Despite any other provision of this Division, all residences authorized for construction for which an application was accepted for processing prior to the effective date of this provision (August 1, 2001) that exceed the density standards herein, shall be deemed conforming and not subject to the provisions of Section 876 (Nonconforming buildings and Uses).
(Added by Ord. T-067-338 adopted 6-26-01)

D. BUILDING HEIGHT

No building may exceed thirty-five feet (35) feet in height. If the building exceeds two (2) stories, an emergency exit (door or window no less than two (2) feet wide and having a minimum area of six (6) square feet) shall be provided to the uppermost story no more than twenty-eight (28) feet above the finished grade below the opening. Non-dwelling structures and other accessory farm buildings are excepted.
(Amended by Ord. T-243 adopted 7-28-80)

E. YARDS

1. General Yard Requirements

a. All required yards shall extend the full width or depth of the lot and shall be open from the ground to the sky, except as provided for below.

b. Swimming Pools

(1) Swimming pools shall not be located in any required front yard or side yard and its projection to the rear property line when abutting a street.

(2) Swimming pools shall not be located within five (5) feet of any required front yard setback or within five (5) feet of any required side yard setback and its projection to the rear property line when abutting a street.

(3) Swimming pools may be located in any required interior side yard and rear yard provided a space of not less than five (5) feet is maintained from the side and rear property lines.

(For swimming pool enclosure requirements see "Fences, Hedges, and Walls." Section 816.5-H)
(Amended by Ord. T-245 adopted 4-27-81)

2. Front Yard

Each lot shall have a front yard of not less than thirty-five (35) feet extending across the full width of the lot.

3. Side Yard

a. Each lot shall have a side yard on each side of not less than twenty (20) feet except for special conditions provided for below.

b. Corner Lots

On corner lots, unless otherwise specified in this Division, the side yard abutting the street shall be not less than thirty-five (35) feet in width.

c. Accessory Buildings In Side Yards

(1) Any accessory building located less than one hundred (100) feet from the front property line shall have the same minimum side yard as that required for the main building, regardless of whether or not said accessory building is attached to the main building.

(2) An accessory building may be located on a side property line when said building is located one hundred (100) feet or more from the front property line.

(3) Accessory buildings located in the side yard or its projection to the rear property line when abutting a street shall be at least twenty (20) feet from the property line on the side street.

(4) Any accessory building permitted on a side property line shall have provisions for all roof drainage to remain on the subject lot. (Amended by Ord. 490.153 adopted 9-5-78)

4. Rear Yard

The provisions of the side yard, Section 816.5-E.3.a, b, and c, shall apply.

5. Exceptions: Permitted Projections Into Required Yards

The provisions of the "R-A" District, Section 821.5-E.5.a through c, shall apply.

F. SPACE BETWEEN BUILDINGS

No animal or fowl pen, coop, stable, barn or corral shall be located within forty (40) feet of any dwelling or other building used for human habitation. (Amended by Ord. 490.153 adopted 9-5-78)

G. LOT COVERAGE

No requirements.

H. FENCES HEDGES AND WALLS

The provisions of Section 855-H.2 shall apply. (Added by Ord. 490.123 adopted 12-7-76)

I. OFF-STREET PARKING

No requirements.

J. ACCESS

No requirements for lots greater than five (5) acres in size except those lots created by 816.5-A.3. The provisions of the "A-2" District, Section 819.5-J, shall apply for all lots less than five (5) acres in size and those created by 816.5-A.3. (Amended by Ord. 490.172 re-adopted 4-24-79)

K. OUTDOOR ADVERTISING

1. One (1) non-flashing sign for each street frontage, total area of such sign to contain not more than forty (40) square feet and pertaining only to products for sale upon the premises or services rendered thereon or therefrom, shall be permitted in this District.

2. Name signs shall be permitted but shall display only the following conditions:

   Name signs shall display only the:

   (1) Name of the premises upon which it is displayed;

   (2) Name of the owner, lessee of said premises;

   (3) Address of said premises;

   (4) Nature of the occupation engaged in on said premises.

3. "For Rent" and "For Sale" signs shall be permitted.

4. Signs for institutional uses including churches, hospitals, rest homes, private clubs and similar uses shall be permitted subject to the provisions of Section 855-K.

5. Off-site directional signs for major recreational uses, hospitals, and colleges permitted under Section 816.2 shall be subject to the provisions of Section 855-K.

6. Off-site freestanding signs for produce stands shall be permitted subject to the following conditions:

   a. Produce stand directional signs:

      (1) The number of such signs shall be limited to two per each use, excepting that stands located on properties adjacent to intersections shall be permitted a maximum of four such signs.

(2) Each sign shall not exceed forty (40) square feet in area, exclusive of architectural features. The sign shall not exceed twelve (12) feet in height.

(3) Each sign shall contain only the name and address of the produce stand, a directional arrow, approximate distance to the produce stand, and listing of the produce available for sale, not including the prices thereof.

(4) Internally illuminated or floodlighted signs shall be prohibited, but reflective materials may be used.

(5) The signs shall be located within 2,500 feet of the produce stand structure.

(6) Each sign shall be located a minimum of ten (10) feet from the paved portion of the adjacent road and outside of the public road right-of-way. In no instance shall signs be located within required rear or interior side yards.

(7) Such signs shall be prohibited in corner cut-off areas, the location of which are described in Section 822.5-H.2. For purposes of establishing corner cut-off areas, the property line shall be considered to be not less than thirty (30) feet from the centerline of the adjacent roadway.

(8) Before any sign is erected on any parcel in this District, a Site Plan shall have been submitted to and approved by the Director, pursuant to the provisions of Section 874.

b. Temporary Produce Stand Approach Signs:

(1) The number of such signs shall be limited to two along each public roadway to which the produce stand has direct access.

(2) Each sign shall not exceed sixteen (16) square feet in area, exclusive of architectural features. The sign shall not exceed ten (10) feet in height.

(3) Such signs shall be limited to advertising produce in season and the price thereof.

(4) Internally illuminated or floodlighted signs shall be prohibited, but reflective materials may be used.

(5) The signs shall be located within 1,300 feet of the produce stand structure.

(6) Each sign shall be located a minimum of ten (10) feet from the paved portion of the adjacent road and outside of the public road right-of-way. In no instance shall signs be located within required rear or interior side yards.

(7) Such signs shall be prohibited in corner cut-off areas, the location of which are described in Section 822.5-H.2. For purposes of establishing corner cut-off areas, the property line shall be considered to be not less than thirty (30) feet from the centerline of the adjacent roadway.
(Section 816.5-K.6 added by Ord. 490.202 adopted 5-20-80)

L. LOADING

No loading shall be permitted on a public road, street or highway.

SECTION 816.6 - PERMITS REQUIRED

The establishment of any use in the "AE" District which requires Director Review and Approval or a Conditional Use Permit may be established only after such approval or permit and shall be subject to all restrictions or conditions thereof.
(Amended by Ord. 490.38 adopted 11-21-76; Ord. 490.174 re-adopted 5-8-79)

SECTION 816.7 – INTERSTATE INTERCHANGE IMPACT AREAS

The following areas are determined to be Interstate Interchange Impact Areas and are described as follows:

A. Nees Avenue Highway Interchange Plan Area.

All those portions of Section 28, 29, and 32, T. 12 S., R. 11 E., M. D. B. & M., lying within Fresno County, and Sections 27, 33 and 34, T. 12 S., R. 11 E., M. D. B. & M.

B. Panoche Road Highway Interchange Plan Area.

Sections 1, 2, 11, 12, 13, and 14, T. 15 S., R. 12 E., M. D. B. & M.

C. Derrick Avenue Highway Interchange Plan Area.

Sections 13, 24, and 25, T. 17 S., R. 14 E. M. D. B. & M., and Sections 18, 19, and 30, T. 17 S., R. 15 E., M. D. B. & M.

D. Dorris Avenue Highway Interchange Plan Area.

Sections 20, 21, 22, 27, 28 and 29, T. 19 S., R. 16 E., M. D. B. & M.

E. Jayne Avenue Highway Interchange Plan Area.

Sections 31 and 32, T. 20 S., R. 17 E., M. D. B. & M., and Sections 4, 5, and 6, T. 21 S., R. 17 E., M. D. B. & M.
(Sec. 816.7 added by Ord. 490.95 adopted 11-27-73)
(Sec. 816.8 deleted by Ord. T-275 adopted 4-24-84)

F. Lassen Avenue Highway Interchange Plan Area

All those portions of Sections 24 and 26, T.21 S., R.17E., M.D.B.&M. lying within Fresno County, and Sections 22, 23, and 27 of Town 21, Range 17, M.D.B.&M.
(Added by Ord. T-065-337 adopted 03-27-01)

10.5 Cultural Resources/Archaeological Survey Report

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

FRESNO
KERN
KINGS
MADERA
TULARE

Southern San Joaquin Valley Information Center
California State University, Bakersfield
9001 Stockdale Highway
Bakersfield, California 93311-1099
661/664-2289 FAX 661/664-2415
E-mail: abaldwin@csubak.edu

TO: Mr. Steve Wanat
Wadell Engineering Corporation
P.O. Box 1819
Burlingame, CA 94011-1819

(RS# 02-425)

DATE: December 6, 2002

RE: Reedley Municipal Airport Project

County: Fresno

Map(s): Wahtoke 7.5'

The Southern San Joaquin Valley Information Center is under contract to the State Office of Historic Preservation and is responsible for the local management of the California Historical Resources Inventories. The Center is funded by research fees and a grant from the State Office of Historic Preservation. The Information Center does not conduct fieldwork and is not affiliated with any archaeological consultants who conduct fieldwork. A referral list of individuals who meet the Secretary of the Interior's standards for their profession is available upon request.

CULTURAL RESOURCES RECORDS SEARCH

The IC files include known and recorded archaeological and historic sites, inventory and excavation reports filed with this office, and properties listed on the National Register of Historic Places, The Historic Property Data File, (10/02), the California Register, the California Historical Landmarks, the California Inventory of Historic Resources, and the California Points of Historic Interest. The following summarizes the known historical resources information currently available for this subject property based in part on the sources outlined above.

PRIOR CULTURAL RESOURCE INVENTORIES WITHIN THE PROJECT AREA AND THE IMMEDIATE VICINITY

According to the information in our files, there have been (2) two previous cultural resource studies conducted within the project area, FR-518 (Kus, 1996) and FR-764, (Varner, 1975).

(RS # 02-425)

KNOWN AND/OR RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE IMMEDIATE VICINITY

No cultural resources were discovered within the project area during the above referenced surveys.

There are no known cultural resources within the project area or the immediate vicinity that are listed in the National Register of Historic Places, the California Register, California Inventory of Historic Resources, California Points of Historic Interest, or the California State Historic Landmarks.

COMMENTS/RECOMMENDATIONS

No further cultural resource study is recommended at this time. If cultural resources are discovered during project activities, all work should halt in the area of the find. A qualified professional archaeologist should be called in to evaluate the findings and make the appropriate mitigation recommendations. If you have any questions or comments, or need any additional information, please don't hesitate to contact me at (661) 664-2289.

By

Adele Baldwin
Assistant Coordinator

Date: December 6, 2002

Fee: $120.00/hr.

Invoice # A2040

NEGATIVE ARCHAEOLOGICAL SURVEY REPORT

I. PROJECT DESCRIPTION:

For a proposed revision of the airport master plan, an archaeological survey of the existing Reedley Municipal Airport property was carried out. The parcel in question is comprised of approximately 143 acres, part of the East 1/2 of the East 1/2 of Section 34, T14S, R23E, Mount Diablo Base and Meridian. The airport lies approximately four miles north of the City of Reedley in Fresno County. The parcel is bounded by the following streets: on the East by Frankwood Avenue, on the North by Central Avenue, and on the South by the extension of American Avenue. The western edge of the parcel roughly follows a bluff line.

II. STUDY FINDINGS:

Survey results were negative; no historic or prehistoric sites were identified within the Area of Potential Effects (APE) for the Reedley airport. However, if cultural materials are unearthed at any time in the future, that work must be halted in the vicinity of the find until a qualified archaeologist can assess its significance. If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Fresno County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If such remains are Native American, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours; the most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following NAHC guidelines.

III. INTRODUCTION:

NAMES OF SURVEYORS: James S. Kus and Claudia A. Mader

QUALIFICATIONS: Ph.D. in Geography; Professor of Geography, CSU Fresno; 27 years experience working in California and Peruvian archaeology

M.A. in Art; 9 years experience in California archaeology

FIELDWORK DATES: April 5 and April 6, 1996

PRESENT ENVIRONMENT:

Most of the airport property is open grassland. There is an approximately 2300 foot paved runway and a parallel taxiway running northnorthwest across the parcel along with large areas of paved parking/aircraft storage, hangars, administrative buildings, etc. Two ponding basins also were seen -- a deep trapazoidal basin along the western edge of the property midway north-south, and a secondary basin along the line of a natural slough near the southern edge of the parcel. The northeastern 10 acres, at the corner of Central and Frankwood, are in orange trees and the southwestern corner of the airport had been recently disced.

The ground surface over much of the parcel has been altered by filling and leveling; this is particularly true along the runway, taxiway, and around the aircraft parking areas. The original soils of this property include San Joaquin loams, Cometa sandy loams, and Hanford fine sandy loams.

At the time of the field survey, more than half of the airport parcel was covered with high grasses, ranging from 20 centimeters (8 inches) to 50 centimeters (20 inches). The grasses included a wide variety of forbs, with wild oats predominant. Only at the northeast and southwest corners could bare ground be easily observed.

ETHNOGRAPHY:

The Reedley Municipal Airport lies along what was probably the border area between the known territory of two groups of the Southern Valley Yokuts (Latta, 1977 and Kroeber, 1976). These groups are the Choinimni, who occupied the area northeast of the survey area, and the Aiticha (also known as the Aitecha, Aititsa, Aigicha, or Ai'kicha), who occupied the zone to the west, around Centerville. Latta, for example, said that Campbell Mountain (located approximately two miles northeast of the airport) was called by the Choinimni *Wahwahlut* ("Crying Place") (1949, p. 6). No specific information related to the immediate area around the airport has been found, although it can be presumed that the placename *Wahtoke* is a Yokut toponym -- found on a creek and ditch southeast of the airport and on a former railroad siding northwest of the airport.

IV. SOURCES CONSULTED:

NATIONAL REGISTER OF HISTORIC PLACES 1990 and updates

CALIFORNIA INVENTORY OF HISTORIC RESOURCES 1976

CALIFORNIA HISTORICAL LANDMARKS 1990

CALIFORNIA POINTS OF HISTORIC INTEREST 1992

ARCHAEOLOGICAL SITE RECORD SEARCH by the Southern San Joaquin Valley Information Center, CSU Bakersfield (RS#329, April, 1996)

OTHER None

RESULTS: No historic or prehistoric archaeological sites were previously recorded within the survey area. There was one previous archaeological investigation of the airport property, conducted more than twenty years ago. There have been no other archaeological surveys conducted within one mile of the subject property. There are two recorded archaeological sites in the airport vicinity and three other possible sites are known in this area.

V. FIELD METHODS:

The runway/taxiway axis divided the property into two survey areas -- the zones east of the runway and the zones west of it. The area east of the runway and north of the administrative buildings/hangars was surveyed using north-south transects with approximately fifteen meters between surveyors. Heavy grass cover in this area made observation of the ground difficult; backdirt piles from numerous gopher holes, however, made it possible to observe the ground in some places. The southeast part of the property (around a slough/ponding basin) was surveyed using east-west transects with approximately twenty meters between surveyors. The areas west of the runway were surveyed using north-south transects with approximately twenty meters between surveyors. The orange grove at the northeast corner of the property (separately fenced from the airport) was surveyed using east-west transects along every third row of trees.

VI. REMARKS:

Although no archaeological sites were found at the Reedley Municipal Airport, there is a possibility that archaeological materials might be present, buried below the modern ground surface. Very little systematic archaeological work has been done in the area of the airport. Caution should be used during any future construction and sensitivity towards archaeological materials must be maintained at all times.

VII. MAPS: USGS Wahtoke Quad (1:24000, 1966)

VIII. PHOTOGRAPHS: None

IX. BIBLIOGRAPHY:

Kroeber, A.L. 1976 (1925)
Handbook of the Indians of California, Dover, New York

Latta, Frank 1977 (1949)
Handbook of Yokuts Indians, Bear State Books, Santa Cruz

Moratto, Michael J. 1984
California Archaeology, Academic Press, New York

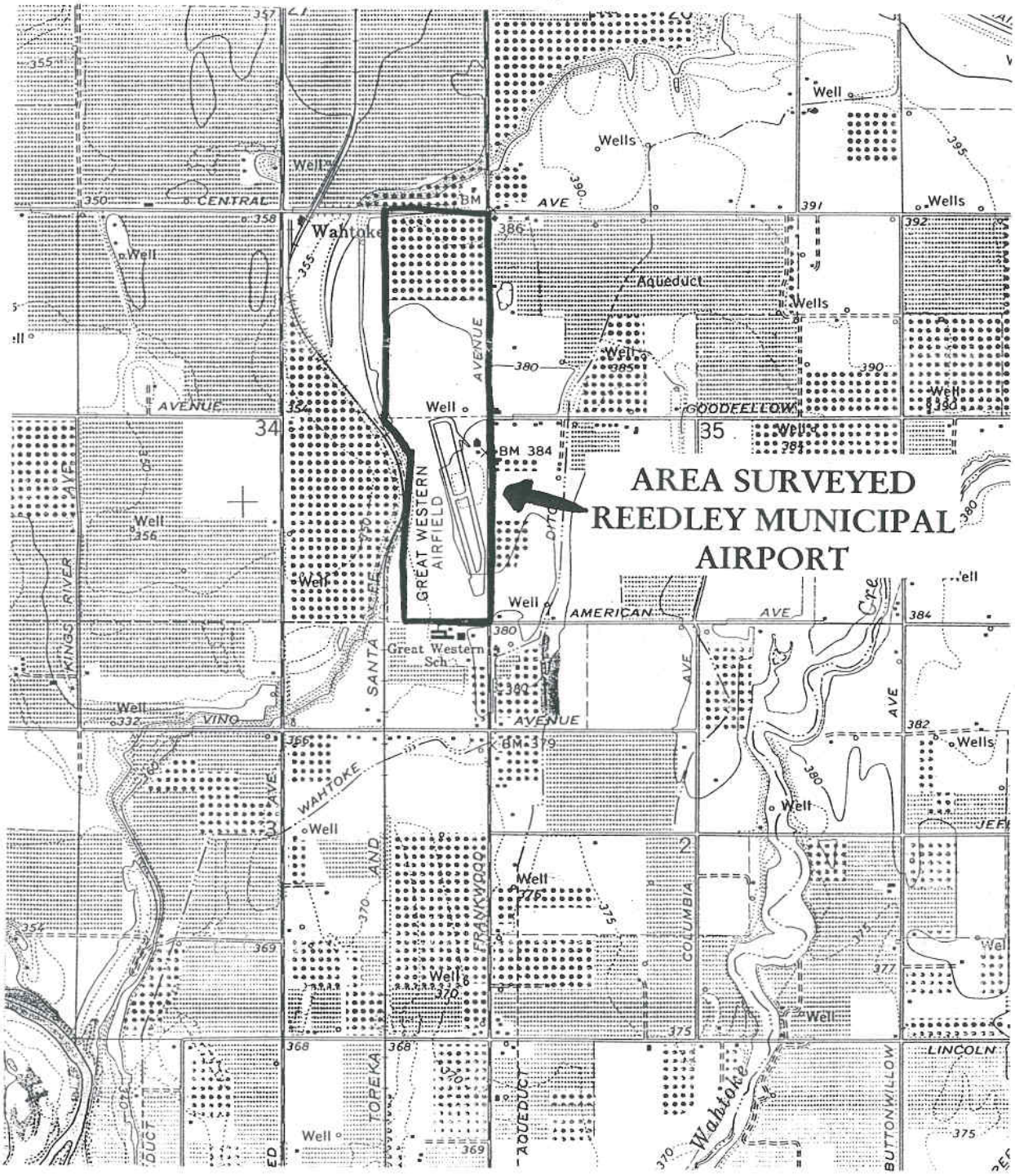
X. CERTIFICATION:

Prepared by: Dr. James S. Kus, Professor of Geography, CSU Fresno
S.O.P.A. certified in field archaeology

Signature

4/7/96
Date

ARCHAEOLOGICAL SURVEY FOR REEDLEY MUNICIPAL AIRPORT FRESNO COUNTY, CALIFORNIA



SCALE 1:24 000

1 MILE

7000 FEET

1 KILOMETER

CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
DATUM IS MEAN SEA-LEVEL

GN MN
1°27'
26 MILS
16½°
293 MILS

GRID AND 1966 MAGNETIC NORTH
ECLINATION AT CENTER OF SHEET

WAHTOKE, CALIF.
N3637.5—W11922.5/7.5

1966

AMS 2157 III NW—SERIES V895

10.6 Aircraft Pollutant Inventories

TABLE 1
AIRCRAFT & OPERATIONS FORECAST
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT

	2000	2010	2020
BASED AIRCRAFT			
Single-engine prop.	66	77	90
Multi-engine prop.	3	4	4
Helicopter	1	1	1
Turboprop	0	0	0
Turbine	0	0	0
Total	70	82	95
ANNUAL OPERATIONS			
By Type of Operation			
Local	16,151	18,923	21,923
Itinerant	10,772	12,615	14,615
Total	26,923	31,538	36,538
By Type of Aircraft			
Single-engine prop.	25,295	29,468	34,402
Multi-engine prop.	1,150	1,540	1,540
Helicopter	350	360	370
Turboprop	104	138	183
Turbine	24	32	43
Total	26,923	31,538	36,538
DAILY OPERATIONS			
Single-engine prop.	69	81	94
Multi-engine prop.	3	4	4
Helicopter	1	1	1
Turboprop	0	0	1
Turbine	0	0	0
Total	74	86	100
LTO CYCLES/DAY			
Single-engine prop.	35	40	47
Multi-engine prop.	2	2	2
Helicopter	0	0	1
Turboprop	0	0	0
Turbine	0	0	0
Total	37	43	50

TABLE 2
TIME IN MODE (MINUTES)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT

AIRCRAFT TYPE	TAXI	TAKEOFF	CLIMBOUT	APPROACH
Single-engine prop.	10.0	0.3	6.0	6.0
Multi-engine prop.	12.0	0.3	5.0	6.0
Helicopter	6.0	0.2	8.0	8.0
Turboprop	8.0	0.4	2.0	3.0
Turbine	8.0	0.4	1.5	2.5

SOURCE: WADELL ENGINEERING CORPORATION

TABLE 3
SUMMARY OF AIRCRAFT POLLUTANT INVENTORY (LBS/DAY)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT
2000

AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	295.7	7.7	1.0	0.1
Multi-engine prop.	50.8	1.5	0.2	0.0
Helicopter	5.1	0.1	0.0	0.0
Turboprop	0.4	0.2	0.1	0.0
Turbine	0.1	0.0	0.1	0.0
Total	352.0	9.6	1.3	0.1

TABLE 4
SUMMARY OF AIRCRAFT POLLUTANT INVENTORY (TONS/YEAR)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT
2000

AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	54.0	1.4	0.2	0.0
Multi-engine prop.	9.3	0.3	0.0	0.0
Helicopter	0.9	0.0	0.0	0.0
Turboprop	0.1	0.0	0.0	0.0
Turbine	0.0	0.0	0.0	0.0
Total	64.2	1.8	0.2	0.0

TABLE 5
SUMMARY OF AIRCRAFT POLLUTANT INVENTORY (LBS/DAY)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT
2010

AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	344.5	9.0	1.1	0.1
Multi-engine prop.	68.0	2.0	0.3	0.0
Helicopter	5.2	0.1	0.0	0.0
Turboprop	0.5	0.3	0.1	0.0
Turbine	0.2	0.1	0.1	0.0
Total	418.3	11.5	1.6	0.1

SOURCE: WADELL ENGINEERING CORPORATION

TABLE 6
SUMMARY OF AIRCRAFT POLLUTANT INVENTORY (TONS/YEAR)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT
2010

AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	62.9	1.6	0.2	0.0
Multi-engine prop.	12.4	0.4	0.1	0.0
Helicopter	1.0	0.0	0.0	0.0
Turboprop	0.1	0.1	0.0	0.0
Turbine	0.0	0.0	0.0	0.0
Total	76.3	2.1	0.3	0.0

TABLE 7
SUMMARY OF AIRCRAFT POLLUTANT INVENTORY (LBS/DAY)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT
2020

AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	402.2	10.5	1.3	0.1
Multi-engine prop.	68.0	2.0	0.3	0.0
Helicopter	5.4	0.1	0.0	0.0
Turboprop	0.6	0.4	0.1	0.0
Turbine	0.2	0.1	0.1	0.0
Total	476.4	13.1	1.9	0.1

TABLE 8
SUMMARY OF AIRCRAFT POLLUTANT INVENTORY (TONS/YEAR)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT
2020

AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	73.4	1.9	0.2	0.0
Multi-engine prop.	12.4	0.4	0.1	0.0
Helicopter	1.0	0.0	0.0	0.0
Turboprop	0.1	0.1	0.0	0.0
Turbine	0.0	0.0	0.0	0.0
Total	86.9	2.4	0.3	0.0

SOURCE: WADELL ENGINEERING CORPORATION

TABLE 9
CHANGES IN AIRCRAFT POLLUTANT INVENTORY (TONS/YEAR)
AIR QUALITY ANALYSIS
REEDLEY MUNICIPAL AIRPORT

YEAR 2000 AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	54.0	1.4	0.2	0.0
Multi-engine prop.	9.3	0.3	0.0	0.0
Helicopter	0.9	0.0	0.0	0.0
Turboprop	0.1	0.0	0.0	0.0
Turbine	0.0	0.0	0.0	0.0
Total	64.2	1.8	0.2	0.0

YEAR 2010 AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	62.9	1.6	0.2	0.0
Multi-engine prop.	12.4	0.4	0.1	0.0
Helicopter	1.0	0.0	0.0	0.0
Turboprop	0.1	0.1	0.0	0.0
Turbine	0.0	0.0	0.0	0.0
Total	76.3	2.1	0.3	0.0

YEAR 2020 AIRCRAFT TYPE	CO	HC	NOx	SOx
Single-engine prop.	73.4	1.9	0.2	0.0
Multi-engine prop.	12.4	0.4	0.1	0.0
Helicopter	1.0	0.0	0.0	0.0
Turboprop	0.1	0.1	0.0	0.0
Turbine	0.0	0.0	0.0	0.0
Total	86.9	2.4	0.3	0.0

INCREASE ABOVE YEAR 2000	CO	HC	NOx	SOx
Year 2010	18.8%	19.5%	20.7%	20.9%
Year 2020	35.3%	36.4%	39.5%	43.0%

SOURCE: WADELL ENGINEERING CORPORATION

PART II: COMMENTS ON DRAFT EIR AND RESPONSES

REEDLEY MUNICIPAL AIRPORT MASTER PLAN 2020 AND FIRST PHASE DEVELOPMENT

PART II - TABLE OF CONTENTS

II-1 INTRODUCTION TO PART II

The proposed project for which this Environmental Impact Report has been prepared is the Reedley Municipal Airport Master Plan 2020 and First Phase Development.

In December 2003, a Draft Environmental Assessment/Environmental Impact Report (pursuant to the California Environmental Quality Act) was prepared for agency and public review and comment. In February, 2004 the City of Reedley sent copies of the Draft document to the Governor's Office of Planning and Research State Clearinghouse to distribute to relevant state agencies for review and comments. In addition, the city sent copies of the draft EA/EIR to the following:

Alta Irrigation District
Comcast
Federal Aviation Administration
Fresno County Planning and Resource Management Department
Fresno County Airport Land Use Commission
Kings Canyon Unified School District
Office of Historic Preservation
Pacific Gas and Electric Company – Dinuba
Reedley City Engineer
Reedley College
San Joaquin Valley Unified Air Pollution Control District
Southern California Gas Company
State of California Department of Fish and Game
State of California Department of Transportation, Division of Aeronautics
State Regional Water Quality Control Board
U.S. Department of the Interior Fish and Wildlife Service
U.S. Postal Service – Susan Mason, Postmaster
Verizon

Written comments were accepted by the city through April 12, 2004. All written submissions and comments received on the Draft EA/EIR are presented in Section II-2, of this document and are given a letter and number identification in the left-hand margin of the text. Responses to these comments are then given in Section II-4.

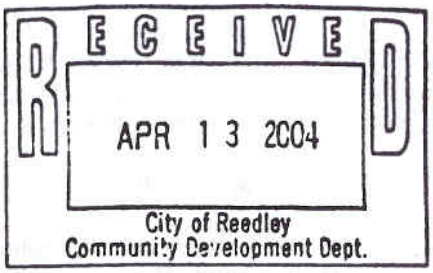
A public hearing was held on the draft document at Council Chambers on April 13, 2004. A transcript of the public hearing dealing with the Airport Master Plan and EA/EIR is included in Section 3, Part II of this document. A brief explanation of the project by the airport consultant is followed by questions from council members and responses by the consultant. Some comments were also made by a member of the public during the public hearing. Responses are presented in Section 4.

Additional information and analysis is presented in Section II-5.

It should be noted that the draft document was a combined EA/EIR. During the review period, the FAA decided that a separate Environmental Evaluation/Categorical Exclusion instead of an Environmental Assessment (EA) would be more appropriate for their processing purposes. Therefore, this document is a Final EIR to satisfy CEQA requirements. A separate document has been prepared for the FAA to satisfy NEPA (federal) requirements.

Letter A

San Joaquin Valley
Air Pollution Control District



Reference No. 20040016

April 9, 2004

Fred Brusuelas
Community Development Department
1733 Ninth Street
Reedley CA 93654

Subject: Reedley Municipal Airport – Master Plan 2020 and First Phase Development
Draft Environmental Assessment, Draft Environmental Impact Report

Dear Mr. Brusuelas:

The San Joaquin Valley Unified Air Pollution Control District (District) has previously commented on this project and has no additional comments at this time.

A.1 Previous comments:
To Fred Brusuelas, Sent May 9, 2003, District Reference No. 20030049

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call me at 230-5800 or Mr. Hector R. Guerra, Senior Air Quality Planner, at 230-5820 and provide the reference number at the top of this letter.

Sincerely,

Chrystal L. Meier
CEQA Commenter
Central Region

Hector R. Guerra
Senior Air Quality Planner

c file

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
ANDREW E. RICHTER, INTERIM DIRECTOR

B

April 12, 2004

VIA FAX: (559) 637-2139

Mr. Fred Brusuelas
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654

Dear Mr. Brusuelas:

SUBJECT: Draft Environmental Assessment Environmental Impact Report Reedley Municipal Airport Master Plan 2020 and First Phase Development

The Department of Public Works & Planning, Development Services Division, has completed their review of the above referenced project. We have the following comments:

Airport Land Use Commission

B.1 It is the responsibility of the lead agency to route any project to the Airport Land Use Commission (ALUC) based upon its reading of Public Utilities Code Section 21670 et. seq. and its analysis of the project. A routing for ALUC comment should be made after all comments have been incorporated into the environmental document and before it is adopted. The Comments of the ALUC must be considered in adoption, and Statutes contain specific standards which must be applied where an action not in compliance with an ALUC recommendation is proposed to be adopted.

B.2 The Reedley Municipal Airport Master Plan 2020 proposes to increase the capacity of the airport to enhance the safety features of the airport, and also proposes to designate lands as reserve for future aviation related commercial industrial use.

B.3 Any proposal to amend an adopted airport land use plan must be routed to the Airport Land Use Commission for consideration and Adoption.

General Plan

B.4 The lands proposed to be designated as reserve for future aviation related commercial industrial use are currently designated agriculture in the adopted County General Plan. This proposal is not consistent with that plan and that inconsistency must be addressed prior to adoption.

We appreciate the opportunity to comment on the project. If you have any questions, please telephone me at (559) 262-4334.

Very truly yours,

Rick Thaxton

Rick Thaxton, Planning and Resource Analyst
Development Services

RT
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c: Deborah Amshoff, Development Services
Bud Laumer, Development Services

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DEPARTMENT OF TRANS. ORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

C April 6, 2004

Mr. Fred Brusuelas
City of Reedley
1733 Ninth Street
Reedley, CA 93654

Dear Mr. Brusuelas:

Re: City of Reedley's Draft Environmental Impact Report (DEIR), Reedley Municipal Airport Master Plan 2020 and First Phase Development; SCH# 2003041067

The California Department of Transportation, Division of Aeronautics (Department), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The following comments are offered for your consideration.

C.1 1. The proposal is for the Reedley Municipal Airport Master Plan 2020 and the First Phase Development. A ten-foot widening of the existing runway and a 25-foot widening of the existing taxiway are proposed to meet current Federal Aviation Administration (FAA) minimum standards and to improve safety according to the DEIR.

C.2 2. The first phase development (0-5 years) are (1) earthwork and drainage for the runway and taxiway widening, (2) construction of a 60-foot by 240-foot paved runway stopway at the Runway 15 threshold, (3) construction of an 80-foot by 100-foot blast pad at the Runway 33 threshold,(4) overlay and 10-foot widening of the runway, (5) widen portions of the parallel taxiway to 25 feet, and (6) 12 T-hangars with new 25-foot taxiway.

C.3 3. The second phase (6-10 years) includes (1) replacement of existing direct burial runway edge lighting system, (2) runway and taxiway lighted signs, (3) parallel taxiway edge lighting reconstruction, (4) relocation of precision approach path indicator (PAPI) for Runway 33 from the right to the left side, (5) runway end identifier lights (REIL) on both ends of the runway, (6) replacement of the airport rotating beacon, (7) new automated weather observation system (AWOS), (8) construct internal access road to hangar area, (9) construct 25-foot wide taxiway for an additional 12 units of T-hangars, (10) apron seal coating and marking, and (11) new south access card controlled security gate.

4. The third phase (11-20 years) includes (1) construct 25-foot wide taxiway for an additional 8 units of T-hangars, (2) runway and taxiway pavement seal coating with markings, and (3) new north access card controlled security gate. **C.4**

5. As we stated in our April 30, 2003 comment letter to the Notice of Preparation for this DEIR, the proposal will not require an amendment to the current State issued Airport Permit. We are, however, interested in the airport master planning process and request copies of all future airport master plan documents. **C.5**

6. Two of the compatible land use mitigation measures listed on page 39 of the DEIR call for revising the Fresno County Airports Land Use Policy for Reedley Airport to reflect the new safety zones and to maintain airport compatible land use designations and zoning in the airport vicinity in the Fresno County General Plan and Zoning Plan. These actions should be coordinated with the Fresno County Airport Land Use Commission (ALUC). **C.6**

7. Federal Aviation Administration's (FAA) Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction," should be incorporated into the environmental document. The environmental analyses should identify any permanent or temporary construction-related impacts to airport imaginary surfaces, as defined by the Federal Aviation Regulation, Part 77. The FAA may require the filing of a Notice of Proposed Construction and Alteration (Form 7460-1) for certain project-specific activities. For further technical information, please refer to the FAA's Air Traffic and Airspace Management web page at http://www1.faa.gov/ats/ata/ata400/oeaaa.html. **C.7**

8. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. Reedley Municipal Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors. **C.8**

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse
Fresno County ALUC
Reedley Municipal Airport

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

D

In reply refer to:
04-TA-1312

Mr. Fred Brusuelas
Community Development Director
Community Development Department
1733 Ninth Street
Reedley, California 93654

Subject: Draft Environmental Assessment Environmental Impact Report for the Reedley Municipal Report Master Plan 2020 and First Phase Development Fresno County, California

Dear Mr. Brusuelas:

This is in response to your request to the U.S. Fish and Wildlife Service, (Service) to review and provide comments on the above referenced project, dated February 25, 2004, and received in this office on February 27, 2004. The proposed project consists of improvements to lighting, construction of three 25-foot by 350 foot-long T-hangar taxiways, additional hangar units, and a 240-foot long north paved runway safety area are proposed, together with a 10-foot runway widening and a 5-foot taxiway widening. Our comments are made under the authority of the Endangered Species Act of 1973, as amended (Act).

Our specific concerns are as follows:

D.1 1. San Joaquin kit fox: The project area is adjacent to travel corridors connecting to satellite populations of the endangered San Joaquin kit fox (*Vulpes macrotis mutica*) as well as potential burrowing and foraging habitat. Our records indicate recent sightings of the fox in the vicinity of your project. Since harm is defined as loss of habitat that results in death or injury to a listed animal by significantly impairing behavioral patterns, and over one acre of potential habitat will be lost, we recommend that the project applicant not proceed with the project until they have demonstrated compliance with the Act.

TAKE PRIDE IN AMERICA

2. Valley Elderberry Longhorn Beetle: Threatened valley elderberry longhorn beetle (*Desmocerus californius dimorphus*): The beetle is dependant upon the elderberry shrub (*Sambucus sp.*), which is the requisite habitat. If elderberry shrubs (*Sambucus* spp.) with stems greater than one inch in diameter at ground level are present, then the beetle may be presumed to be present. Surveys should then be conducted and if appropriate, the development of avoidance and minimization measures including compensation for unavoidable impacts.

D.2

Section 9 of the Act prohibits the "take" (e.g., harm, harass, pursue, injure, kill) of federally-listed wildlife species. "Harm" (i.e., "take") is further defined to include habitat modification or degradation that kills or injures wildlife by impairing essential behavioral patterns including breeding, feeding, or sheltering. Congress established two provisions (sections 7 and 10) that allow for the "incidental take" of endangered species of wildlife by Federal agencies, private interests, and non-Federal government agencies. Incidental take is defined as take that is "...incidental to, and not the primary purpose of, the carrying out of an otherwise lawful activity." Such take requires authorization from the U.S. Fish and Wildlife Service (Service) or the National Marine Fisheries Service, as appropriate, that anticipates a specific level of take for each listed species.

Take incidental to an otherwise lawful activity may be authorized by one of two procedures. If a Federal agency is involved with the permitting, funding, or carrying out of this project, then initiation of formal consultation between that agency and the Service pursuant to section 7 of the Act is required if it is determined that the proposed project may affect a federally-listed species. Such consultation would result in a biological opinion that addresses anticipated effects of the project to listed and proposed species and may authorize a limited level of incidental take. If a Federal agency is not involved with the project, and federally-listed species may be taken as part of the project, then an "incidental take" permit pursuant to section 10 of the Act should be obtained. The Service may issue such a permit upon completion by the permit applicant of a satisfactory conservation plan for the listed species that would be affected by the project.

D.3 The Service recommends you contact a qualified biologist to conduct appropriate surveys of the project area for the kit fox and the Valley elderberry longhorn beetle. If a listed species is found within the proposed project area, and it is determined that it will be adversely impacted then the Service should be contacted to recommend necessary measures needed to avoid or compensate for the impacts to the species. A copy of our survey protocol for the fox is enclosed. Also enclosed is a copy of the Service *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* dated July 9, 1999.

Please contact Brian Peterson or Susan Jones of the Sacramento Fish and Wildlife Office at (916) 414-6600, if you have any questions concerning the proposed the Municipal Airport Master Plan, Reedley, Fresno County. Please refer to File Number 1-1-04-TA-1312 in any future correspondence.

for Chris Nagano
Chief, Endangered Species Division

Enclosures

cc:
California Department of Fish and Game, Fresno, California (Attn: Annette Tenneboe)

Terry Tamminen
Secretary for Environmental Protection

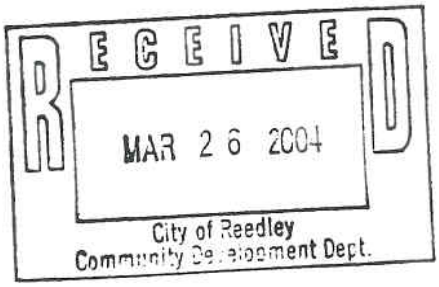
California Regional Water Quality Control Board
Central Valley Region

Robert Schneider, Chair

Arnold Schwarzenegger
Governor

Fresno Branch Office
Internet Address: http://www.swrcb.ca.gov/rwqcb5
1685 E Street, Fresno, California 93706
Phone (559) 445-5116 • FAX (559) 445-5910

E



25 March 2004

Fred Brusuelas
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654

DRAFT ENVIRONMENTAL IMPACT REPORT, REEDLEY MUNICIPAL AIRPORT MASTER PLAN 2020 AND FIRST STAGE DEVELOPMENT PROJECT, SCH# 2003041067, REEDLEY, FRESNO COUNTY

Your request for comments on the Draft Environmental Impact Report (DEIR) for the Reedley Municipal Airport Master Plan 2020 and First Stage Development Project was received on 2 March 2004. The proposed First Stage projects include widening the existing runway and taxiway, overlaying pavement, constructing a 240-foot long stopway at the end of each runway, and constructing additional hangers and taxiways.

In a letter dated 17 April 2003, Regional Board staff commented on a Notice of Preparation of a Draft Environmental Impact Report for this proposed project. Based on the information provided in this Draft Environmental Impact Report all of our concerns have not been adequately addressed and we have the following additional comments.

E.1

Section 6.3 – Public Services and Utilities of the DEIR states that sanitary sewer lines will be built to service new facilities in the airport terminal area as part of project construction, if required. The airport currently uses a septic tank to treat sewage and will continue septic system use into the future.

E.2

The DEIR does not provide enough information to determine whether the septic system will be adequate to treat and dispose of domestic wastewater generated by the airport without degrading underlying groundwater. The City should connect the airport facilities to the Reedley wastewater treatment facility. If this is infeasible, the City must provide in the EIR a demonstration that the proposed discharges will either not degrade underlying groundwater or an antidegradation analysis that: (1) quantifies proposed degradation and demonstrates that it will not cause exceedances of water quality objectives described in the Water Quality Control Plan for the Tulare Lake Basin, (2) demonstrates that the proposed method of treatment qualifies as best practicable treatment and control, and (3) demonstrates that the proposed degradation is to the maximum benefit to the people of the state.

E.3

Regulations published in the Federal Register on 8 December 1999 expanded the storm water program to include small municipal separate storm sewer systems (MS4) (serving a population of less than 100,000 and located in an urbanized area). Such small MS4s must obtain an NPDES Phase II municipal permit and comply with its terms for storm water management and control. The Phase II storm water minimum requirements include public education and outreach, public involvement and participation, illicit discharge detection and elimination, pollution prevention and good housekeeping in municipal operations, construction site urban runoff control, and post-construction management in new development and redevelopment. Since the City of Reedley is required to obtain an NPDES Phase II municipal permit, these minimum requirements should be incorporated into the Reedley Municipal Airport Master Plan 2020 as appropriate.

Section 1.3.3 – Water Quality, Section 5.7.1 – Airport Operations (third recommended mitigation measure), and 8.1 – Summary of Impacts and Mitigation Measures (number 24) of the DEIR indicates runoff from all paved aircraft operational areas subject to fuel/petroleum spillage or drippage should be directed to a specially constructed oil/water separation basin.

E.4

The DEIR does not provide characterization of the water that will be discharged to the oil/water separator. Depending on the character of the discharge, the oil/water separator may need to be regulated pursuant to Title 27, California Code of Regulations, Section 20005 et seq.

Section 1.4.2 – Water Quality, Section 5.7.2 – Airport Construction Impacts and Mitigation Measures (sixth recommended mitigation measure), and Section 8.1 – Summary of Impacts and Mitigation Measures (number 19) of the DEIR states that no work shall be started until erosion control schedules and methods of operation for the applicable construction have been approved/accepted by the City and the State Water Resources Control Board (SWRCB).

E.5

The SWRCB does not grant approval or acceptance for these documents. The Construction General Storm Water Permit requires that a storm water pollution prevention plan (SWPPP) be prepared and implemented. It is up to each discharger to determine and implement an effective combination of best management practices to achieve the best available technology/best conventional technology performance standard required by the Construction General Storm Water Permit. If additional documents are required to be submitted to the City, then it is the City's responsibility to determine if they are acceptable based on City rules, regulations, guidelines, standards, etc.

E.6

The Standard Industrial Classification (SIC) code of the final project is 4581 – Airports, Flying Fields, and Airport Terminal Services; therefore, compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000001 for Discharges of Storm Water Associated With Industrial Activities is required for areas associated with vehicle maintenance, fueling, equipment cleaning, and airport deicing activities where storm water discharges to a water of the United States, including ephemeral and intermittent drainages, and municipal storm sewer systems. In order to obtain coverage under the Industrial General Permit, the proponent must submit an NOI to comply with the permit, a site map, and appropriate fee to the State Water Resources Control Board and a SWPPP must be prepared, prior to commencing operations at the facility.

E.7

If the project will result in construction dewatering discharges, compliance with the NPDES Permit No. CAG995001, General Order No. 5-00-175 for Dewatering and Other Low Threat Discharges to Surface Waters may be required. Before construction begins, the City must submit a NOI to comply with the permit and a filing fee to this Regional Board office. The dewatering General Order is applicable only if the discharge does not contain significant quantities of pollutants, and is less than four months in duration or has an average dry weather flow of less than 0.25 million gallons per day. Otherwise, the City must apply for site-specific waste discharge requirements (WDRs). A representative sample of the construction dewatering discharge would need to be collected and analyzed to demonstrate that no constituents of concern are present in quantities that would cause an exceedance of water quality objectives.

E.8

If the project will involve the storage of petroleum products in above ground tanks, with a single tank capacity of greater than 660 gallons or a cumulative capacity of greater than 1,320 gallons, the City will be subject to State above ground petroleum tank regulations. The City must file a storage statement with the SWRCB, pay a facility fee, and prepare a federal spill prevention control and countermeasure plan.

Thank you for the opportunity to comment on this Draft Environmental Impact Report. If you have any questions regarding our comments, please call Lisa Gymer at (559) 445-6046.

W. DALE HARVEY
Senior Engineer
RCE No. 55628

cc: State Clearinghouse, Sacramento

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The Gas Company
A Sempra Energy company

Southern California Gas Company
404 N. Tipton Street
Visalia, CA 93292

F

March 1, 2004

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
Attention: Fred Brusuelas

Subject: **Draft Environmental Assessment Environmental Impact Report for the Reedley Municipal Airport Master Plan 2020 and First Phase Development**

F.1 We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from existing gas mains located in and around the area. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project, but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affects gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Contact the New Business Project Manager for your area, Pat O'Brien at (559) 739-2306, or visit our web site SCGmapping@SempraUtilities.com for information on current energy efficiency programs, gas equipment, or to find out how to get your line extension project started.

Thank you again for choosing clean, reliable natural gas, your best energy value.

Sincerely,

Beth Costa

Beth Costa
Pipeline Planning Assistant

\bc
xc: Pat O'Brien

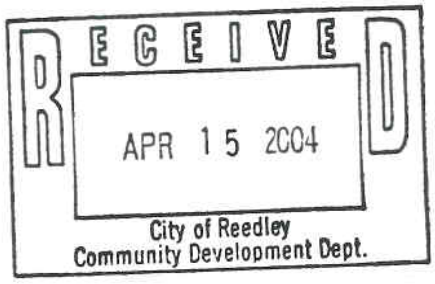
STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Deputy Director



April 13, 2004

G

Fred Brusuelas
City of Reedley
1733 Ninth Street
Reedley, CA 93654

Subject: Reedley Municipal Airport Master Plan (2020) and First Stage Development
SCH#: 2003041067

Dear Fred Brusuelas:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 12, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

G.1 This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

II-3 MINUTES OF PUBLIC HEARING

6. REVIEW OF DRAFT ENVIRONMENTAL ASSESSMENT ENVIRONMENTAL IMPACT REPORT (EIR), AIRPORT MASTER PLAN 2020, AND FIRST PHASE DEVELOPMENT FOR THE REEDLEY MUNICIPAL AIRPORT

Public Works Director Benelli advised that the Draft Airport Master Plan 2020 and environmental assessment for physical improvements have been prepared by the City's consulting firm, Wadell Engineering Corporation, and distributed for public review and input. That 45-day public review period ended April 12, 2004. After the Council hears testimony, comments, and questions during the public hearing, it would be the task of the consultant to review and respond in the final documents which will eventually be submitted to the City Council for adoption. The City has received several questions and comments from local, State, and Federal agencies, as well as from James Hanson, owner of property west of the Airport, who also recently submitted several written questions. All of the comments and questions received will be included and addressed by the consultant in the final EIR.

Bob Wadell, City consultant, advised the City received a FAA grant to prepare the Airport Master Plan and EIR documents and his company has worked with City staff to prepare those documents. The Master Plan includes a forecast of aviation activity for the next twenty years. In the base year, 2000, the Airport had approximately 70 aircraft which is forecast to grow to approximately 95 by the year 2020. There are currently approximately 27,000 runway movements which is anticipated to grow to approximately 36,000. This is strong, but not substantial growth. The runway is currently 3,300 feet long, a length which is suitable for current and future use. The master plan does not recommend extensive development of business flights which would need a substantially longer runway, although even at 3,300 feet the Airport is able to serve quite well the smaller general aviation aircraft, some light turbo props, and light business jets. Facility needs over the next twenty years include widening the runway width to meet current FAA minimum standards of 60 feet, additional aircraft parking, increased hangar demand from 48 spaces to 81 and fewer tiedowns would be needed. The runway widening would occur on the west side of the runway; the runway orientation would remain the same. A blast pad is necessary on the south end to prevent erosion as aircraft are taking off to the northwest, as well as a paved stopway on the far end for aircraft who abort a takeoff and will travel on a paved area beyond the runway. The taxiway width is substandard in many areas and it too would be widened. Additional taxiways to new T-Hangars toward the northeast side of the Airport will be necessary. Additional shelters could be built on the existing apron that could provide less expensive shelters. Portions of the apron on the southeast are not needed in the long range because of the hangar development to the north. That portion of the apron could be developed with barbecues, picnic tables, as an area where the public could view activities at the airport. Additional vehicle access could be added to serve the hangar area to the north. Runway and taxiway lighting will be improved and the airport beacon should also be moved. An automatic weather observation system will be added to report existing conditions at the Airport. It would be tied into a national system which any interested person could call for weather information about the Reedley Airport. These capital projects would take place over a twenty year period.

Mr. Wadell advised that the first phase of development would cost about $1 million. The FAA has recently increased its funding from 90% to 95%, making the local match 5%. The first phase of improvements would include the runway widening, runway overlay, T-Hangar taxiway, paved stopway and blast pad, and parallel taxiway widening and overlay. Later projects are runway light replacement, moving precision approach path indicator, a lighting aid for landing aircraft, installing runway end identifier lights, moving rotating beacon, installing weather station system, and internal access roads and car gates, and additional T-Hangar taxiways and hangars. The final stage would primarily be maintenance of pavement, seal coating and marking, more T-Hangars and additional access to the airport.

Mr. Wadell stated that Airport income should increase because of the increase in City-owned hangars. Additional revenue is important to have funds to match grants, maintain the airport, and provide for staff services. Revenue is projected to increase from $70,000 in 2000 to $218,000 by 2020. Expenses would increase about 50% from $50,000 per year to $75,000. Expenses don't go up as much as income because with new facilities installed there would be less maintenance, and the FAA is paying for some of the maintenance which the City has paid for in the past. Airport reserves have the potential to grow to $950,000 by 2020. This would make the airport self-sustaining which would relieve the burden on the City's general fund and is also a goal of the FAA in their grant assurances.

Mr. Wadell advised that in the current noise contours, using aircraft use from the year 2000, the inner noise contour of 65 CNEL is within the airport property, and the 60 CNEL is also within the airport property. A portion of the 55 CNEL extends across Frankwood Avenue and away from the airport property. The 65 CNEL is the contour the FAA uses to determine if there is a noise problem and the FAA does not want residential within the 65 CNEL. The noise levels are currently compatible with the surrounding uses since it is only the lower 55 CNEL contour that extends outside the airport property. In the year 2020 as more aircraft are based at the airport and activity increases, the 65 CNEL contour is still protected to be within the airport property. The 60 CNEL contour is primarily within the airport except for a small tip that goes across the road to the north. The 55 CNEL is mostly on the airport property except for a portion that goes across Frankwood Avenue and further to the north. Therefore, noise does not appear to be a problem at the Reedley Airport as what little portion of the noise contours are not within the Airport are over agricultural land which is considered compatible with the Airport.

Regarding safety issues, Mr. Wadell stated that the State of California has prepared an "Airport Land Use Planning Handbook" with suggested safety zones to manage the air space of the airport and to protect the airport environs both for the pilots and users as well as the neighbors. This includes a runway protection zone off the end of the runways and the inner approach and departure zones farther off the ends of the runways, and turning zones and traffic pattern areas. Closer to the runway you would not want residential or other development that attracts people. Activities around Reedley Airport include Great Western School which is to the left of center line. The traffic pattern is on the opposite side of the runway from the school. When aircraft land at Reedley Airport they fly a pattern that does not go over the school. The current safety zones are compatible with the Airport and do not have safety issues in the airport environs.

Mr. Wadell advised that the Airport Master Plan mostly contains projects to bring the airport up to current FAA standards, limited expansion, especially in the key areas of land acquisition and runway extensions, nor development of the runway to bring in larger, heavier aircraft. After the projects are completed it will continue to serve similar aircraft as it does not, but will do so in a safer and better manner. No environmental impacts and consequences were found on the airport or adjacent that were considered to be a problem, whether the natural environment, of the social/human environment.

Council Member Soleno asked, regarding section 3, if that was an area the school district had concerns about? Mr. Wadell advised that section 3 is the inner turning zone, which are standard dimensions developed by the State. However, that is why the City has the traffic pattern on the opposite side of the runway where aircraft are to stay to the side away from the school. Departing and making the turn away from the school is also a good idea.

Mayor Rhodes stated that the letter from KCUSD states their primary opposition is to the lengthening of the runway and to bigger aircraft using the airport. Mr. Wadell said those would be appropriate concerns of the school. The runway is not proposed to be lengthened as its current length is suitable for the size and type of aircraft using the airport. The runway widening is to make it safer to land. It would not be handling larger aircraft than it currently does and there is no reason to encourage larger aircraft. Reedley Airport serves quite well the community and the people who come here. Council Member Ikemiya asked if KCUSD has submitted any additional comments since the submittal of the letter under discussion is about a year old? Community Development Director Brusuelas said he has not received any additional written correspondence from KCUSD. Mr. Wadell stated that he and staff held an informal meeting with KCUSD to review and discuss some of the Master Plan and EIR as it relates to Great Western School. Mayor Rhodes asked what the upper end of the weight scale of aircraft that can use the airport? Mr. Wadell advised that the typical aircraft

would not weigh more than 12,500 pounds which is what the Reedley Airport typically serves. A small corporate jet is within the 12,500 pound limit. 12,500 is a dividing line for aircraft. Above that typically requires two pilots and larger aircraft. The runway pavement strength is 12,500 but the runway length is more oriented to 95% of those aircraft which weigh up to 12,500 which is why a longer runway is not proposed.

Council Member Ikemiya asked what percent of aircraft take the northern landing route and circle clockwise? Mr. Wadell said he believes about 90%. The modeling was based on the wind direction which is typical at most airports in the valley. The "calm wind" runway is 33 which was so designated because that is typical of most valley airports, but also because during landing adjacent to the school the aircraft are gliding in with less power, and takeoffs which are noisier go out over the agricultural land. Council Member Ikemiya asked if the Master Plan includes plans beyond 2020? Mr. Wadell said very little. There are land use plans which show more room to continue with hangar development to the northeast and the orchard is designated as possible future aviation compatible commercial or industrial. Council Member Ikemiya said that in the year 2020 there are 95 based aircraft projected, while a past study projected 105 in the year 2000. Currently there are 70. Mr. Wadell explained that much higher forecasts were done in the 1960s and 1970s. While there is strong growth within the industry, it is not as high as what had been projected back then.

Mayor Rhodes opened the public hearing at 7:53 p.m.

Testimony:

H.1 James Hanson stated that planes are coming in and turning at the school. According to the Wylie Lab noise study in 1982, they turn down here. According to the National Safety Transport Board, the State of California Handbook use had them turning at that school building which is one of the most dangerous spots there is. Mr. Hanson said he doesn't know how the noise curves were obtained as he has been requesting the information from Mr. Wadell. He asked if he was going to get the noise information or not? Mr. Wadell stated that the information is in the report. Mr. Hanson stated that he believes FAR 17 says that he gets the raw data. Mr. Wadell stated that he doesn't pass out the raw data. But also, the purpose tonight is not to respond to specific comments. The comments that come in writing are responded to in the EIR.

H.2 Mr. Hanson said Great Western School is in the number 2 California prohibited school land use. He asked if that is correct. Meaning under that number 2 zone, zones 1 through 4, no schools; 5 and 6 new schools are to be prohibited. If the City had built the airport they proposed in the 1975 Master Plan, the 1975 EIR, that school would not be in the number 2. Now, how do we protect the kids? The State says if you have a school in the number 2 zone, it's not safe, so how are you going to protect them? Prevent them from building buildings away from the (unintelligible)? That's what the Master Plan says. When the runway is widened, the runway centerline moves to the west and

H.3 places part of the Great Western School buildings in the FAA inner approach surface. You can't have that. He asked what the current FAR 77 requirements are on the proposed development? Are they for a non-precision airport? Mr. Wadell repeated that the purpose of the public hearing is not to respond to questions tonight. Mr. Hanson stated that according to the State of California, Fresno County Airport Land Use Commission, and the Handbook, and also according to Mr. Wadell in the Master Plan, it is necessary to use FAR 77 non-precision. That is a 500 foot wide primary surface,

H.4 meaning no buildings can start 250 feet away from the runway, and then it is one foot up seven over; one foot up seven over. If the City wants to develop a new hangar building, it would be behind the existing FBO building. He asked why that isn't shown? He asked why non-precision is shown as the future 20 year plan for the approach which puts most of the school within the inner approach? Mr. Hanson stated that he didn't know and Mr. Wadell doesn't want to answer; but when you redo it, answer it then. Mr. Hanson said he would answer questions, and the City has his notes. All the pretty little maps and pretty little pictures won't fly. Mayor Rhodes said he would like to have the questions answered.

Mayor Rhodes closed the public hearing at 7:56 p.m. and announced that if there are any questions about the draft EIR to please get the written questions to the City as soon as possible so that the questions can be answered in the final EIR which will then come back to Council for consideration.

II-4 RESPONSES TO COMMENTS

The following are responses to comments made in the written submissions presented in Section II-2 of this document and the Public Hearing in Section II-3. Responses are keyed to the comments identified by the letters and numbers given each comment in the left-hand margins of each submission in Section II-2 and II-3.

A. San Joaquin Valley Air Pollution Control District

A.1 No additional comments. Refer to comments in letter of May 9, 2003 included in Appendix 10-2 of this document. These comments were incorporated into this EIR during the Draft preparation of the document.

B. County of Fresno, Department of Public Works and Planning

B.1 The letter states that the city must route any (airport) project to the ALUC. This will be done after all comments are incorporated into the EIR.

B.2 The letter states that the Master Plan proposes to increase the capacity of the airport. This is not correct. The Master Plan proposes to upgrade the airport to meet current FAA standards and provide additional hangar space. Incremental growth of based aircraft and aircraft operations will take place whether or not the airport improvements are made.

B.3 See B.1 above.

B.4 The Master Plan does not propose to change the use of the existing orchard to commercial use during the 20-year planning period. It recommends reserving the area for future aviation-related uses. If demand for such uses arises in the future, a General Plan amendment and rezoning will need to be done. This is not expected to occur during the planning period.

C. Department of Transportation, Division of Aeronautics

C.1 A 25-foot widening of the existing taxiway is not proposed in the Master Plan. A 5-foot widening of the existing 20-foot wide taxiway is proposed.

C-2, C-3, C-4 are proposed in the Master Plan.

C-5 The city will send the Department copies of future Master Plan documents.

C-6 These actions will be coordinated with the ALUC.

C-7 FAA Advisory Circular 150/5370-2E, Operational Safety on Airports During Construction, is hereby incorporated into this EIR and shall be used during the construction phase of the proposed airport improvements. The city will file a Notice of Proposed Construction and Alteration (Form 7460-1) with the FAA prior to commencement of construction.

C-8 Land use compatibility has been addressed in this document. Refer to Section 5-2.

D. U.S. Department of Interior, Fish and Wildlife Service

D.1 San Joaquin kit fox concern voiced in letter. A qualified biologist conducted a focused survey of the project area and found no potential kit fox dens.

D.2 Valley Elderberry Longhorn Beetle concern voiced in letter. A qualified biologist conducted a survey for elderberry shrubs in the project area. Two were found well outside the project area. The VELB would not be affected by the proposed project.

D.3 The service recommends a qualified biologist to conduct appropriate surveys for the kit fox and beetle. This has been done. Refer to Section II-5. No potential impacts to these listed species would occur.

E. California Regional Water Quality Control Board, Central Valley Region

E.1 The comment in Section 6.3 of the Draft EA/EIR meant that if any additional wastewater generators are constructed, they would be connected by a sewer line to the existing septic tank. The airport will continue to use a septic tank to treat sewage.

E.2 The existing septic tank is located near the FBO building. Septic tank capacity is 750 gallons. The septic tank serves a mens room (one toilet & one lavatory) and a ladies room (one toilet & one lavatory). The average restroom use per day is 7 persons (1 full time/2 part time employees, and airplane travelers). Estimated wastewater is 6 gallons per person/per day for a total average of 42 gallons per day.

The proposed airport improvements will not increase the wastewater load on the existing septic tank system. Although some toilets may be provided with the proposed new hangars, these hangars will replace current uncovered aircraft parking facilities for pilots who currently use sanitary facilities in the airport office building. The proposed airport improvements will not have a significant effect on the amount of wastewater generated at the airport.

E.3 NPDES Phase II municipal permit minimum requirements will be incorporated into the Master Plan, as appropriate.

E.4 The characterization of the water that may be discharged to the oil/water separation basin as recommended in the EIR will be done at a later engineering design phase of the project.

E.5 Reference to approval/acceptance of erosion control by the SWRCB have been deleted from the final EIR.

E.6 Compliance with the NPDES permitting requirements is stated as a necessary mitigation measure in Section 1.4.2, Section 5.7.2 and Section 8.1 of this EIR.

E.7 If dewatering discharges are expected during construction, compliance with NPDES requirements will take place. See response E.6.

E-8 The project will not involve storage of petroleum products in above ground tanks with a single tank capacity over 660 gallons.

F. Department of Transportation, Division of Aeronautics

F.1 Comment noted on gas availability.

G. Governor's Office of Planning and Research

G.1 Compliance with State Clearinghouse review requirements is acknowledged.

H. Comments Made at Public Hearing by Mr. James Hanson

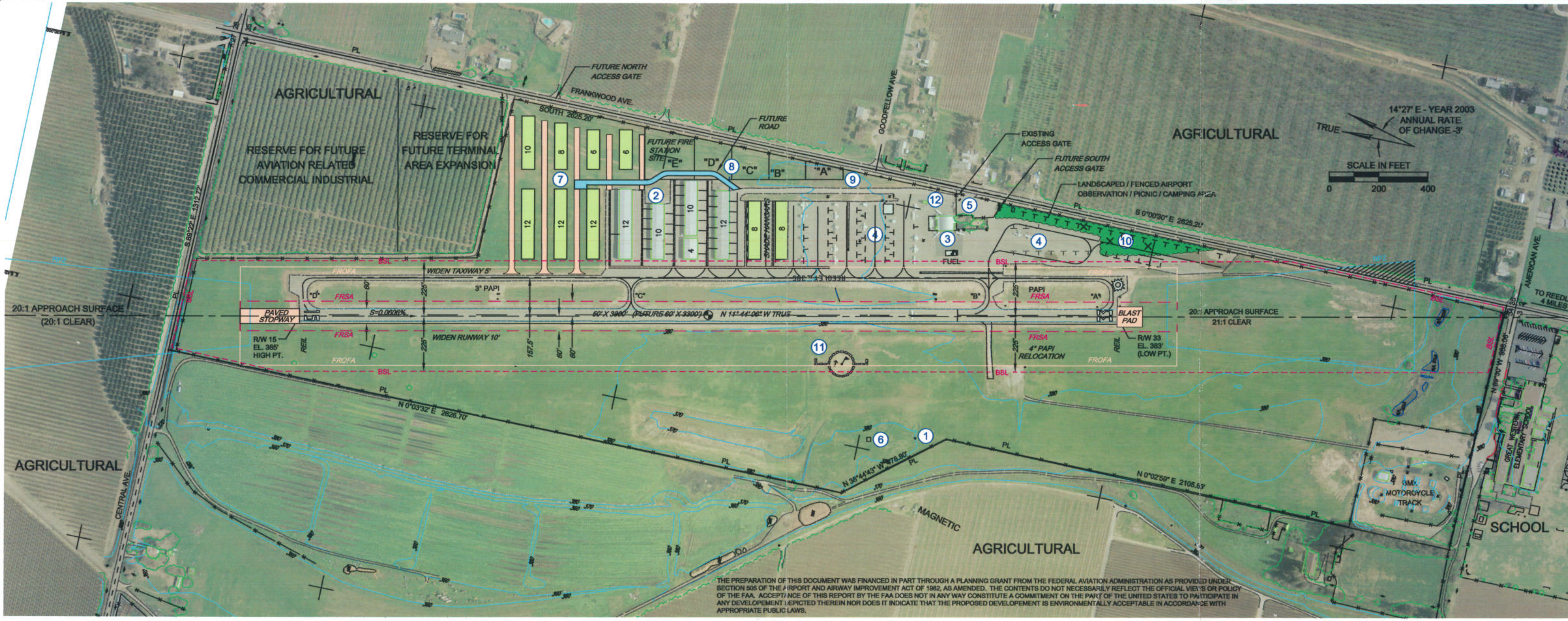
H.1 James Hanson stated that according to a Wylie Lab noise study of 1982, planes are turning at the school. He also stated in written comments on the Master Plan that the 1982 study showed the Great Western School within the 65 CNEL noise contour, and he didn't know how the noise contours in the Master Plan and EIR were obtained.

The EIR in Section 5.1 indicates that the noise contours were obtained using the latest FAA Integrated Noise Model (INM) Version 6.1. Table 5-1 gives the average day aircraft operations used in the noise modeling. Section 5.2 addresses the previous noise modeling that was done and explains that advances in noise modeling and quieter aircraft now indicate there would be no adverse noise impact to the school.

H.2 Mr. Hanson said the Great Western School is in the number 2 California prohibited school land use. Section 5.2.2 of the EIR addresses this issue. The eastern portion of the school site, which is primarily the school parking lot is in Zone 2, the Inner Approach/Departure Zone. In the California Airport Land Use Planning Handbook, Table 9B indicates Airport Zones Compatibility Guidelines. The guidelines recommend prohibition of children's schools in this zone. This does present a potential problem in land use incompatibility. However, the eastern third of the school property is used for parking. The actual school buildings are not located in this zone. If any expansion of the school is considered in the future, it should be to the west of the existing buildings.

H.3 Mr. Hanson states that when the runway is widened, the runway centerline moves west and places part of the Great Western School buildings in the Inner Approach Zone. The widening of the runway will relocate the centerline 5 feet to the west and move the Inner Approach Zone 5 feet to the west. It will not have a significant impact on the school buildings, which will remain basically outside the Inner Approach Zone.

H.4 Mr. Hanson questioned the location of proposed new hangars in relation to FAR 77 requirements. This is a Master Plan issue which will be addressed in the Master Plan, together with the extensive notes and questions Mr. Hanson posed on the Master Plan. All proposed buildings on and near the airport whether public or private are subject to FAA airspace review per form 7460-1.



LEGEND

	EXISTING	FUTURE
AIRPORT REFERENCE POINT		SAME
AIRPORT PROPERTY LINE	PL	FPL
AVIGATION EASEMENT		
BUILDING SETBACK LINE	BSL	SAME
RUNWAY SAFETY AREA	RSA	FRSA
RUNWAY PROTECTION ZONES	RPZ	SAME
BUILDINGS		
DRAINAGE		
FACILITIES		
FACILITY TO BE REMOVED	N/A	X
FENCE		
LIGHTING		
WIND CONE		

FACILITY DATA

1	AIRPORT BEACON
2	HANGARS
3	FBO
4	APRON
5	AUTO PARKING
6	*FUTURE AUTOMATED WEATHER OBSERVATION SYS.*
7	*FUTURE HANGARS*
8	*FUTURE AVIATION SPECIALTY HANGARS*
9	*FUTURE AIRPORT / FIRE DISTRICT STATION*
10	*FUTURE PICNIC / CAMP / OBSERVATION AREA*
11	WINDCONE / SEGMENTED CIRCLE
12	VAULT & FUTURE RELOCATED AIRPORT BEACON

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE CATEGORY		A – I	SAME
ELEVATION (MSL)		385'	SAME
TEMPERATURE (MEAN MAX. OF HOTTEST MONTH)		98.5° F	SAME
REFERENCE POINT COORDINATES (NAD 83)	LATITUDE	N 36°-40'-15.60"	SAME
	LONGITUDE	W 119°-27'-03.59"	SAME
NAVIGATIONAL AIDS		PAPI	REIL
ACREAGE	FEE TITLE	138	SAME
	AVIGATION EASEMENT	0.4	SAME
BASED AIRCRAFT PARKING DEMAND	TIEDOWNS	22	14
	HANGARS/SHELTERS	48	81
	TOTAL	70	95
TRANSIENT AIRCRAFT TIEDOWN DEMAND		4	7
AIRPORT RESCUE & FIRE FIGHTING INDEX (ARFF)		N/A	N/A

TAXIWAY DATA

T/W	TYPE	PAVEMENT SURFACE	PAVEMENT WIDTH		STRENGTH (1000#) SINGLE GEAR		SIGNING/ LIGHTING	
			EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
A	PARALLEL	ASPHALT	20'	25'	12.5	SAME	MITL	SAME
A	EXIT	ASPHALT	30'	35'	12.5	SAME	MITL	SAME
B	EXIT	ASPHALT	28'	35'	12.5	SAME	MITL	SAME
C	EXIT	ASPHALT	20'	35'	12.5	SAME	MITL	SAME
D	EXIT	ASPHALT	34'	35'	12.5	SAME	MITL	SAME

RUNWAY DATA

			RUNWAY 15–33 EXISTING	RUNWAY 15–33 FUTURE
RUNWAY CATEGORY			A – I	SAME
RUNWAY CLASSIFICATION			BASIC	SAME
PHYSICAL LENGTH, WIDTH, AND SURFACE			3300'x50' ASPHALT	3300'X60' ASPHALT
THRESHOLD DISPLACEMENT (D) OR RELOCATION (R)			NONE	SAME
EFFECTIVE GRADIENT (%)			0.06	SAME
PAVEMENT STRENGTH (1000#) SINGLE WHEEL GEAR			12.5	SAME
LIGHTING AND VISUAL AIDS			MIRL/PAPI	+REIL
MARKING			BASIC	NON-PRECISION
CRITICAL DESIGN AIRCRAFT	RUNWAY LENGTH		58TC	SAME
	PAVEMENT STRENGTH		AC690	SAME
	WINGSPAN		AC690	SAME
INSTRUMENT APPROACH TYPE/ RUNWAY FAR PART 77 CATEGORY	15		VISUAL	NON-PRECISION
	33		VISUAL	NON-PRECISION
APPROACH SLOPE: REQUIRED/CLEAR	15		20:1/20:1	
	33		20:1/21:1	
APPROACH & LANDING AIDS	15		NONE	GPS
	33		NONE	GPS
RUNWAY END COORDINATES (NAD 83)	15	LAT.	N 36°-40'-31.55"	SAME
		LONG.	W 119°-27'-07.80"	SAME
	33	LAT.	N 36°-39'-59.65"	SAME
		LONG.	W 119°-26'-59.38"	SAME
RUNWAY SAFETY AREA DIMENSIONS:	WIDTH		120'	SAME
	LENGTH (240' BEYOND END)		3780'	SAME
RUNWAY PROTECTION ZONE DIMENSIONS: (INNER/OUTER/LENGTH)	15		250/450/1000	SAME
	33		250/450/1000	SAME
RUNWAY OBSTACLE FREE ZONE AIRCRAFT			SMALL	SAME
WIND COVERAGE (%)	12 MPH ALL WEATHER		N/A	SAME
	15 MPH ALL WEATHER		N/A	SAME

FAA APPROVAL

CITY OF REEDLEY

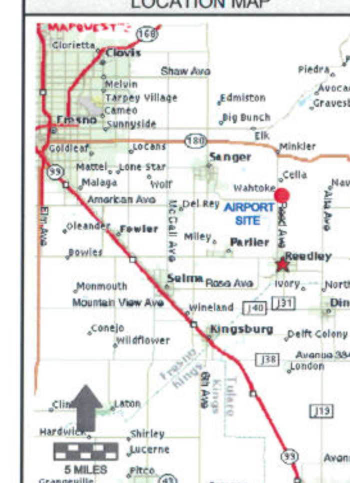
By: ____________ Date: ____________

Title: ____________

NOTES

1. ALL AIRFIELD PAVEMENTS ARE ASPHALTIC CONCRETE.
2. SITING OF NAVAIDS AND LIGHTING AIDS SUBJECT TO FAA REVIEW AND DESIGN.
3. TOPOGRAPHY SOURCE JANUARY 2003 PHOTOMAPPING.
4. THE AIRPORT IS NOT SUBJECT TO FLOODING.
5. AN AIRPORT HEIGHT ZONING ORDINANCE IS IN EFFECT.
6. CLEAR SLOPES ARE BASED ON ANALYSIS OF USGS TOPOGRAPHY.
7. SITE SPECIFIC WIND DATA IS NOT AVAILABLE.
8. COORDINATE BASIS: NAD 1983 HORIZONTAL AND NAVD 1988 VERTICAL.

LOCATION MAP



NO.	DATE	BY	REVISIONS
DRAWN DLH	CHECKED		DESIGNED RPW

REEDLEY MUNICIPAL AIRPORT

A CITY OF REEDLEY AVIATION FACILITY

REEDLEY CALIFORNIA

AIRPORT LAYOUT PLAN

DRAWING 1 OF 4

SCALE AS SHOWN

JOB NUMBER 1314 | DRAWING NUMBER 1314–1ALP | DATE DEC 2003

WADELL ENGINEERING CORPORATION AIRPORT PLANNING · ENGINEERING · MANAGEMENT san francisco bay area

1314–1ALP 12–16–03 1=1 XREF: X–REEDLEY–MP–BRDR, MASTER–NEW

II-5 SUPPLEMENTAL ANALYSIS

LIVE OAK ASSOCIATES, INC.
an Ecological Consulting Firm

May 10, 2004

Mr. Fred Brusuelas
City of Reedley Community Development Department
Planning Division
1733 Ninth Street
Reedley, CA 93654

RE: Results of the Reedley Municipal Airport Valley Elderberry Longhorn Beetle, Burrowing Owl and San Joaquin Kit Fox Surveys (PN: 627-01)

Dear Fred:

Per your request, Live Oak Associates, Inc. (LOA) conducted focused surveys for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (VELB), burrowing owl (*Athene cunicularia*) (BUOW) and San Joaquin kit fox (*Vulpes macrotis mutica*) within the proposed work areas of the Reedley Municipal Airport located on Frankwood Avenue, Reedley, California on April 23, 2004. The purpose of this survey was to ascertain if the site could be used by the VELB and kit fox per the request of the U.S. Fish and Wildlife Service and the BUOW a California species of special concern protected by the Migratory Bird Treaty Act and State Fish and Game code.

The project area is relatively level and supports primarily ruderal vegetation adjacent to existing airport facilities and recently disked (within the last 2 months) non-native grassland in the undeveloped portions of the site. The non-native grassland was disked up to approximately ten feet of the existing roadways and runways. The proposed work areas are surrounded by orchards and local roads on the north and east and disked non-native grassland on the west and south.

The proposed work areas, and where possible an approx. 250-foot buffer, were surveyed for VELB, BUOW, kit fox and habitat suitable for their occurrence. All disked non-native grassland habitat within the 250-foot buffer was surveyed. Orchards and road alignments outside of the Reedley Municipal Airport were scanned with binoculars. Transects were walked within the work areas and buffer zones sufficient to attain 100% visual coverage of the areas. Potential habitat was examined for sign of the target species (e.g., feathers, white wash, scat, pellets, tracks, etc.).

Valley Elderberry Longhorn Beetle. The VELB is a federally threatened species and is dependant on the elderberry shrub for its survival. Elderberry shrubs are not present within the proposed work area or a 100-foot buffer surrounding these areas. Two elderberry shrubs were

located well outside of the project area. The first elderberry shrub is located approximately 1500-feet south of the southern end of the runway, adjacent to the school. The second shrub is located approximately 1000-feet west of the southern tip of the runway and approximately 30-feet west of the fence line. These elderberries will not be impacted by the proposed project.

The VELB would not occur within the work area or the 250-foot buffer around it, and would not be affected by the proposed project.

Burrowing Owl. The burrowing owl is a ground-nesting owl that uses California ground squirrel burrows for nesting. Burrowing owl populations have declined precipitously in the central valley over the last 20 years due primarily to development. To harm, injure or kill a burrowing owl would be against both state and federal law. The Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. Birds of prey are also protected in California under provisions of the State Fish and Game Code, (Section 3503.5, 1992), which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto". Construction disturbance during the breeding season (February-August) could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFG.

Ground squirrel burrows were abundant throughout the site. However, no sign of the burrowing owl was found. Although there have been no documented sightings of the burrowing owl in the vicinity of the study area this species could potentially move onto the site before the onset of construction. LOA recommends pre-construction surveys as outlined in the California Department of Fish and Games *Staff Report on Burrowing Owl Mitigation* (CDFG 1995) and the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (Burrowing Owl Consortium 1997). In summary, these protocols recommend conducting pedestrian surveys of the subject parcel in such a way as to allow 100% coverage of the site. An initial (or Phase I) survey is used to determine if the site supports potentially suitable nesting habitat (e.g., ground squirrel burrows). The current survey is sufficient for the initial survey. Because it has already been determined that potential habitat is present, up to four additional surveys (Phase II) may be necessary to ascertain if owls are present on site.

San Joaquin Kit Fox. The San Joaquin kit fox is a state threatened and federally endangered species. According to the U.S. Fish and Wildlife Service (USFWS) Recovery Plan for Upland Species of the San Joaquin Valley, California 1998, one sighting of San Joaquin kit fox has been reported within 10 miles of the study area.

Potential kit fox dens (dens with a diameter of 4-10 inches) were not found within the proposed work areas or an approximately 250-foot buffer surrounding them. According to the Recovery Plan for Upland Species of the San Joaquin Valley, California, 1998 the site is not located in an

area where contiguous bands of natural lands and wildlife-compatible farmlands are recommended or in an area where connectivity and linkages should be promoted.

No evidence that would indicate recent denning activity by San Joaquin kit fox was observed and consequently they are not considered to be currently residing on the site.

We appreciate the opportunity to assist you with these issues. If you have any questions regarding our pre-construction surveys, please contact me at your earliest convenience.

Please feel free to call if you have any questions or comments.

Sincerely,

Austin Pearson

Austin Pearson
Wildlife Biologist